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Baltimore, mayor.

THE MAYOR'S MESSAGE

— AND —

REPORTS OF THE CITY OFFICERS

— MADE TO THE —

CITY COUNCIL OF BALTIMORE

FOR THE YEAR 1892.

PART II.



BALTIMORE:
JOHN COX, "CITY PRINTER,"
Cor. Pratt St. and Spear's Wharf.

1893.

Maryland

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1892

pt. 2

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Western Maryland Railroad Commission.....	
Stephen Little, Expert Accountant.....	
H. T. Douglas, Expert Engineer.....	



The Ninth Annual Report

— OF THE —

BOARD OF FIRE COMMISSIONERS

— AND THE —

THIRTY-FOURTH ANNUAL REPORT

— OF THE —

FIRE DEPARTMENT,

— TO THE —

MAYOR AND CITY COUNCIL OF BALTIMORE,

For the Fiscal Year Ending December 31, 1892.

Officers of the Fire Department.

Fire Commissioners.

J. ALEXANDER PRESTON, *President.*

FERDINAND C. LATROBE, *Ex-officio.*

JOHN F. HUNTER,

GEORGE MAY.

Secretary and Clerk.

DAVID H. LUCCHESI.

Chief Engineer.

JOHN M. HENNICK.

Assistant Engineers.

GEORGE W. ELLENDER, *Eastern District.*

JOHN J. LEDDEN, *Western District.*

WILLIAM M. DUNN, *Annex District.*

Superintendent of Machinery.

GEORGE J. LINSENMEYER.

Superintendent of Police and Fire-Alarm Telegraph.

CHARLES J. McALEESE.

REPORT.

OFFICE BOARD OF FIRE COMMISSIONERS—CITY HALL.

BALTIMORE, January 3d, 1893.

*To the Honorable the Mayor
and City Council of Baltimore.*

GENTLEMEN :

The report of the Fire Commissioners for the year ending on the thirty-first day of December, eighteen hundred and ninety-two, respectfully shows the operation of the department during that time.

By an ordinance of the City passed and approved during last year, all the members of the department became permanent, with the exception of thirty-five men, belonging to the Engine Companies Nos. 8, 9, 10, 11, 12, 13 and 14, who are still known, under our system, as call men.

The vast improvement in efficiency, resulting from this change, justifies the Board in again urging on your Honorably Body, as was done in the report of last year, the necessity of making all members of the department permanent. The day has passed, in all cities, for having a class of men connected with a ser-

vice as important as the extinguishment of fires, who are engaged in other avocations. The expense of this change is so small in comparison with the beneficial results to be obtained by such action, that this Board again respectfully and urgently asks that this change be made without further delay. The additional expense to the City by making all the members of the department permanent would amount to the annual sum of \$15,400.

There should also be appointed three additional assistant chiefs, to take charge of three additional districts into which the City should be divided. The City of Baltimore covers an area of thirty-four square miles, which at present is divided into three fire districts, the Eastern, Western, and Annex—the Eastern embracing all the City lying east of Charles street, and the Western all that portion of the City lying west of Charles street, whilst the Annex embraces the portion of the county lately annexed to the City. In the event of the occurrence of two fires at the same time, another officer is absolutely indispensable, and the undersigned, on this matter, would refer to the report and recommendation of the Chief Engineer, who sets forth in his report the absolute necessity for some action on the part of your Honorable Body in regard to this subject.

Since the organization of this department in 1859, no change has been made in the number of assistant engineers, although the number of men, engines and trucks have more than doubled. The provision for

the appointment of three assistant engineers is now a pressing need of this department, and should be supplied at once.

This Board would again call the attention of your Honorable Body to the efficient service rendered the City by the fire-boat, in the fires occurring near the harbor during the last year. Immense amounts of property have been saved the City by the possession of this boat, and it would be both wise and economical to construct another boat of similar capacity, and place the same in service in the harbor.

The Board recommends the erection of an engine house on the lot corner of Fort avenue and Haubert street, now owned by the City.

The department lost two members by accident during 1892: James L. Lindsay and Leon Talbott, both of whom were killed whilst courageously performing their duties.

All the machinery, harness, horses and appliances for putting out fires belonging to the department, are in good and efficient condition.

The Board would refer to the report of the Chief Engineer for a particular and detailed account of the machinery and apparatus of the department, which is submitted with this report—and also would call the attention of your Honorable Body to the suggestions contained therein, in reference to the passing of cer-

tain ordinances for the protection of human life at theatres and public buildings. A detailed account of the cause, size, kind and result of every fire occurring in Baltimore City during 1892, contained in the report of the Chief Engineer, will on examination show the gallantry and efficiency of this department.

During the year 1892 there were 795 fires, and the losses aggregated \$839,435.77, which does not, however, include the losses sustained by the burning of the cotton warehouses at Brown's wharf on December 13th, as they have not yet been adjusted. The Commissioners have the honor to submit for the consideration of your Honorable Body the report and suggestions of the Superintendent of Police and Fire-Alarm Telegraph.

The Commissioners file herewith, as part of this report, Exhibits A, B, C, D, E, F, G, H, I and K.

Exhibit A shows the amount appropriated by the Mayor and City Council of Baltimore for the department for 1892, and the expenditures for that period.

Exhibit B shows the amount of special appropriations and its disbursements.

Exhibit C shows the general receipts of the department for 1892.

Exhibit D shows the general expenditures for 1892, and Exhibit E the general statement for 1892.

Exhibit F shows the expenditures of each company.

Exhibit G shows the amount appropriated for the City Annex for 1892.

Exhibit H shows the expenditures of the City Annex to December 31st, 1892, inclusive.

Exhibit I shows the expenditures of each company in the City Annex.

Exhibit K shows the monthly expenditures in the City Annex.

ESTIMATE FOR 1893.

Salaries.....	\$222,300 00
Apparatus	10,000 00
Apparatus repairs	12,000 00
Accident.....	2,500 00
Feed.....	15,000 00
Fuel.....	4,000 00
Furniture	2,000 00
Harness.....	1,500 00
Horse-shoeing	2,500 00
Hose and suction tubes.....	8,000 00
Horses.....	6,000 00
Gas.....	1,600 00
Oils, paints, &c.....	2,000 00
Office expenses, including printing report and Messenger's salary	1,000 00
Rent.....	600 00
Rent of telephones.....	681 00
Miscellaneous	2,500 00
Washing.....	2,200 00
Insurance of members.....	1,579 41
Sick	1,000 00
Pensions for disabled firemen.....	6,800 00
Police and Fire-Alarm Telegraph.....	25,678 13
Deficiency for 1892.....	2,910 62
Total	\$334,349 16

ESTIMATE FOR 1893—"ANNEX."

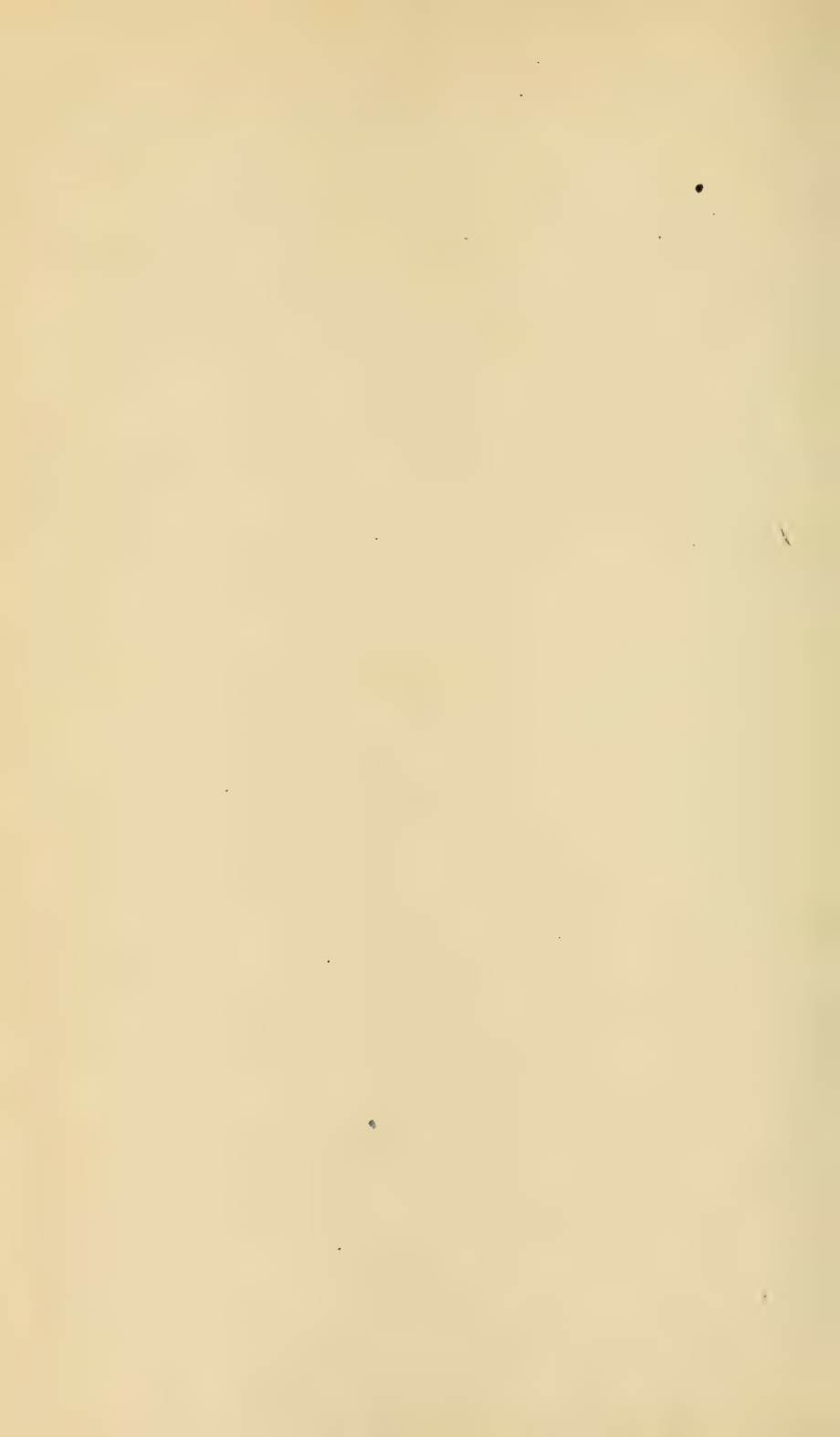
Salaries.....	\$22,100 00
Apparatus	500 00
Apparatus repairs	2,200 00
Accident.....	100 00
Feed.....	2,500 00
Fuel.....	300 00
Furniture	300 00
Harness	250 00
Horse-shoeing	400 00
Hose.....	500 00
Horses.....	2,400 00
Gas.....	200 00
Oils, paints, &c.....	600 00
Rent.....	360 00
Rent of telephones	120 00
Miscellaneous	150 00
Office expenses.....	300 00
Washing.....	250 00
Insurance of members.....	149 73
Sick	300 00
Police and Fire-Alarm Telegraph.....	1,000 00
Total	\$34,979 73

J. ALEXANDER PRESTON,

President.

JOHN F. HUNTER,

GEORGE MAY.



EXHIBITS.

EXHIBIT A.

Appropriation.

Amount appropriated by Honorable Mayor and City Council for the year 1892.....	\$304,258 68
Additional salary as per Ordinance 35.....	2,000 00
As per Ordinance 37.....	4,800 00
	\$311,058 68
Amount drawn from City Comptroller....	311,058 68

EXHIBIT B.

Special appropriations by Honorable Mayor and City Council.

Amount appropriated for deficiency for fire-boat "Cataract"	\$8,252 48
Amount drawn from City Comptroller	\$8,163 48
By reduction of accounts.....	89 00
	\$8,252 48
Amount appropriated for eight (8) fire-alarm boxes for reserve, at \$125.	\$1,000 00
Amount drawn from City Comptroller....	1,000 00
Amount appropriated for nine (9) fire-alarm boxes at various places, viz: 221, 266, 298, 331, 335, 366, 422, 441, 522	\$1,750 00
Amount drawn from City Comptroller....	1,750 00

EXHIBIT B—Continued.

Amount appropriated for damage to fire-alarm boxes and machinery by electric light wire, January 18th, 1892.....	\$288 77
Amount drawn from City Comptroller.....	288 77
Amount appropriated for thirty-three (33) “keyless” doors for fire-alarm boxes, at \$50.00	\$1,650 00
Amount drawn from City Comptroller.....	1,650 00
Amount appropriated for six (6) fire-alarm boxes at various places, viz: 332, 454, 497, 527, 536, 546	\$1,225 00
Amount drawn from City Comptroller.....	1,213 45
Balance undrawn.....	\$11 55
Amount appropriated for one (1) fire-alarm box, 297.....	\$150 00
Amount drawn from City Comptroller.....	150 00
Amount appropriated for re-building quarantine line	\$1,800 00
Amount drawn from City Comptroller.....	1,796 24
Balance undrawn.....	\$3 76
Amount appropriated for one additional assistant lineman, as per Ordinance 108, approved October 17th, 1892.....	\$1,000 00
Amount drawn from City Comptroller.....	120 97
Balance undrawn.....	\$879 03

EXHIBIT B—Concluded.

Amount appropriated for one (1) fire-alarm box, 498	\$200 00
Amount drawn from City Comptroller	200 00
Amount appropriated to pay the Southern Electric Company for repairing fire-alarm boxes damaged by lightning, May 10th and 11th, and July 30th, 1892.....	\$747 00
Amount drawn from City Comptroller.....	747 00
Amount appropriated for three (3) fire-alarm boxes at various places, viz: 387, 442, 486.	\$500 00
Amount drawn from City Comptroller.....	500 00

EXHIBIT C.

General Receipts.

Balance on hand, storeroom stock, Decem- ber, 1891	\$ 50 00
Amount drawn from City Comptroller for the year 1892.....	311,058 68
Amount received from sale of manure and old material	219 35
Amount received from Accident Insurance Company	1,153 52
Total	\$312,481 55

EXHIBIT D.

Showing the amount Expended for the year ending December 31st, 1892.

Salaries.....	\$218,183 39
Apparatus	7,338 48
Apparatus repairs.....	9,486 23
Accident.....	2,098 01
Feed.....	10,577 64
Fuel.....	3,751 58
Furniture	1,856 16
Harness.....	819 13
Horse shoeing.....	2,164 75
Hose and suction tubes.....	7,969 15
Horses.....	5,550 00
Gas.....	1,478 01
Oils, paints, &c.....	1,966 21
Office expenses, including printing re- ports and Messenger's salary	859 84
Rent.....	600 00
Rent of telephones.....	691 79
Miscellaneous	2,138 29
Washing.....	1,821 38
Insurance of members.....	1,637 22
Pensions.....	6,587 51
Sick	733 91
Police and Fire-Alarm Telegraph.....	22,750 00
	\$311,058 68
Insurance indemnity paid to members...	1,153 52
	\$312,212 20

EXHIBIT E.

General Statement.

Receipts from all sources.	\$312,481 55
Expenditures.	\$312,212 20
Amount paid to City Register.	219 35
	\$312,431 55
Balance storeroom stock, De-	
cember 31st, 1892.	50 00
	\$312,481 55

EXHIBIT F.

Company Expenditures.

No.	1	Engine Company.	.....	\$12,531	38
"	2	"	"	13,351	26
"	3	"	"	14,211	73
"	4	"	"	18,440	18
"	5	"	"	12,242	47
"	6	"	"	13,300	65
"	7	"	"	11,671	57
"	8	"	"	9,336	33
"	9	"	"	9,547	61
"	10	"	"	9,759	03
"	11	"	"	9,374	26
"	12	"	"	9,497	99
"	13	"	"	9,720	84
"	14	"	"	8,854	19
"	15	"	"	20,379	09
"	16	"	"	13,335	46
"	1	Hook and Ladder Company	.....	10,941	96
"	2	"	"	11,357	71
"	3	"	"	10,846	18
"	4	"	"	12,025	62
"	5	"	"	11,844	63
"	6	"	"	11,692	99
"	8	Chemical Company	.....	1,249	53
				\$265,212	66
Rent of telephones				681	79
Reserve apparatus				1,061	56
Officers' salaries and expenses				12,937	11
Miscellaneous				958	21
Office expenses				859	84
Pensions				6,587	51
Police and Fire-Alarm Telegraph				22,750	00
				\$311,058	68

EXHIBIT G.

City Annex Appropriation.

Amount appropriated by Honorable Mayor and City Council for the year 1892.....	\$32,846 95
Additional salary as per Ordinance 39.....	300 00
	\$33,146 95
Amount drawn from City Comptroller.....	33,146 95

EXHIBIT H.

Showing the amount Expended for the Annexed District for the year
ending December 31st, 1892.

Salaries.....	\$21,965 16
Apparatus	75 00
Apparatus repairs	1,094 04
Accident.....	6 00
Feed.....	2,386 01
Fuel.....	295 10
Furniture	245 06
Harness	194 00
Horse-shoeing	379 42
Hose.....	439 50
Horses.....	2,490 00
Gas.....	182 86
Oils, paints, &c.....	562 73
Office expenses.....	300 00
Miscellaneous	104 60
Rent.....	590 00
Washing.....	168 00
Insurance of members.....	153 45
Sick	276 02
Rent of telephones.....	240 00
Police and Fire-Alarm Telegraph.....	1,000 00
	\$33,146 95

EXHIBIT I.

Company Expenditures.

No. 1	Engine Company.....	\$ 3,142 21
" 2	" "	3,295 08
" 3	" "	3,869 54
" 4	" "	4,093 99
" 5	" "	3,200 13
" 6	" "	3,094 91
" 7	" "	4,923 42
" 7	Hook and Ladder Company.....	1,030 16
" 8	" " " "	1,319 43
" 9	" " " "	1,218 70
		\$29,187 57
Officers' salary and expenses.....		1,812 83
Rent of telephones.....		240 00
Reserve apparatus		550 85
Office expenses		300 00
Miscellaneous		55 70
Police and Eire-Alarm Telegraph.....		1,000 00
		\$33,146 95

EXHIBIT K.

Monthly Expenditures.

January 31,	Warrants	1	to	20.....	\$4,167 49
February 29,	“	21	“	30.....	2,579 98
March 31,	“	31	“	39.....	2,814 27
April 30,	“	40	“	48.....	2,431 48
May 31,	“	49	“	59.....	3,333 38
June 30,	“	60	“	70.....	3,135 85
July 31,	“	71	“	82.....	2,693 84
August 31,	“	83	“	92.....	2,822 35
September 30,	“	93	“	104.....	2,392 86
October 31,	“	105	“	114.....	2,341 62
November 30,	“	115	“	127.....	2,820 41
December 31,	“	128	“	136.....	1,613 42
					\$33,146 95

DR. *Financial Statement of the Fire Department*

1891.

Dec. 31, To balance, storeroom account.. \$ 50 00

1892.

Jan. 31,	City Comp'r, warrants	1 to 81	35,480 61
Feb. 29,	" " "	82 " 153	32,620 55
Mar. 31,	" " "	154 " 204	25,922 38
Apr. 30,	" " "	205 " 254	26,220 05
May 31,	" " "	255 " 307	27,032 82
June 30,	" " "	308 " 360	26,897 95
July 31,	" " "	361 " 415	31,615 99
Aug. 31,	" " "	416 " 460	28,550 72
Sept. 30,	" " "	461 " 506	31,774 18
Oct. 31,	" " "	507 " 521	21,604 04
Nov. 30,	" " "	522 " 536	23,298 91
Dec. 31,	" " "	537 " 603	17,620 39

\$328,688 59

Old material..... 219 35

Insurance indemnity 1,153 52

\$330,061 46

for twelve months ending December 31, 1892. CR.

1892.		
Jan. 31,	Total expenditures this month..	\$ 35,480 61
Feb. 29,	“ “ “ “ ..	32,620 55
Mar. 31,	“ “ “ “ ..	25,922 38
Apr. 30,	“ “ “ “ ..	26,220 05
May 31,	“ “ “ “ ..	27,032 82
June 30,	“ “ “ “ ..	26,897 95
July 31,	“ “ “ “ ..	31,615 99
Aug. 31,	“ “ “ “ ..	28,550 72
Sept. 30,	“ “ “ “ ..	31,774 18
Oct. 31,	“ “ “ “ ..	21,604 04
Nov. 30,	“ “ “ “ ..	23,298 91
Dec. 31,	“ “ “ “ ..	17,620 39
		\$328,638 59
Amount paid to City Register..		219 35
Amount paid insurance indemnity.....		1,153 52
Storeroom account, Dec. 31, 1891		50 00
		\$330,061 46

Summary.

CITY.	APPROPRIA- TIONS.	EXPENDI- TURES.	BAL- ANCES.
			1891.
Fire Department ..	\$288,308 68	\$288,308 68	Dec. 31, Balance, store-
P. & F. A. Teleg'ph	22,750 00	22,750 00	room account..\$ 50 00
Special Telegraph ..	10,310 77	9,416 43	1892.
Deficiency, Fire			Dec. 31, Paid out for
Boat.....	8,252 48	8,163 48	storeroom ac-
			count.....\$2,770 18
	\$329,621 93	\$328,638 59	<u>\$2,820 18</u>
			<u>\$2,820 18</u>
			1892.
Fire Department ..	32,146 95	32,146 95	Dec. 31, Delivered to com-
P. & F. A. Teleg'ph	1,000 00	1,000 00	panies from
			storeroom..... \$2,770 18
	\$362,768 88	\$361,785 54	Balance, store-
	.....	983 34	room account... 50 00
	\$362,768 88	\$362,768 88	<u>\$2,820 18</u>

ANNEX.

REPORT

— OF THE —

CHIEF ENGINEER.

REPORT.

BALTIMORE CITY FIRE DEPARTMENT.

OFFICE OF CHIEF ENGINEER—CITY HALL.

BALTIMORE, January 1st, 1893.

To the Honorable Board of Fire Commissioners.

GENTLEMEN :

I have the honor herewith to submit to you the annual report of the Fire Department for the fiscal year ending December 31st, 1892, which is the thirty-fourth report of the paid Fire Department of Baltimore City.

On April 1st, No. 8 Chemical Engine Company was disbanded, and the three members and equipment made part of No. 15 Engine Company a lieutenant and three additional members were also added to No. 15 Engine Company, so as to make a crew for the Hale Water Tower, which is stationed at this company's quarters, making eighteen members in this company.

I would recommend that another assistant engineer and a pipeman should be placed in Nos. 4 and 15 Engine Companies, so as to make them double engine

companies, with two sets of apparatus, so that when one set goes out the other will take its place, and this will place two additional engine companies in the business section of the City.

All the members of Nos. 3, 4, 5 and 6 Hook and Ladder Companies were made permanent on April 1st, abolishing the sixteen call members, there were four of them in each of these companies; there is now twelve permanent members to each of these companies.

The Department now consists of nine engine companies, Nos. 1, 2, 3, 4, 5, 6, 7, 15, and No. 16, which is the Fire-boat, and six hook and ladder companies, Nos. 1, 2, 3, 4, 5 and 6, that have all permanent members, still leaving Engine Companies Nos. 8, 9, 10, 11, 12, 13 and 14 with six permanent and five call members to each company, 35 call members in all. I would recommend that they all should be made permanent members, and a lieutenant placed in each of these companies; this change will only add fifteen thousand four hundred dollars to the pay roll yearly, and will be a great benefit to these companies by increasing their efficiency.

Manual Force of the Department.

Chief Engineer, three Assistant Engineers and
Superintendent of Machinery.

ENGINE COMPANIES.		Permanent Members Uniformed.	Call Members Not Uniformed.
No. 1 Engine Company.....	11	.....	
No. 2 Engine Company.....	12	.....	
No. 3 Engine Company.....	11	.....	
No. 4 Engine Company.....	12	.....	
No. 5 Engine Company.....	11	.....	
No. 6 Engine Company.....	12	.....	
No. 7 Engine Company.....	11	.....	
No. 8 Engine Company.....	6	5	
No. 9 Engine Company.....	6	5	
No. 10 Engine Company.....	6	5	
No. 11 Engine Company.....	6	5	
No. 12 Engine Company.....	6	5	
No. 13 Engine Company.....	6	5	
No. 14 Engine Company.....	6	5	
No. 15 Engine Company.....	18	.....	
No. 16 Engine Company, Fire-boat.....	12	.....	
No. 1 Chemical Engine Company.....	3	.....	
No. 2 Chemical Engine Company.....	3	.....	
No. 3 Chemical Engine Company.....	3	.....	
No. 4 Chemical Engine Company.....	4	.....	
No. 5 Chemical Engine Company.....	3	.....	
No. 6 Chemical Engine Company.....	3	.....	
No. 7 Chemical Engine Company.....	3	.....	
	174	35	

Manual Force of the Department—Continued.

HOOK AND LADDER COMPANIES.		Permanent Members Uniformed.
No. 1 Hook and Ladder Company.....	11	
No. 2 Hook and Ladder Company.....	11	
No. 3 Hook and Ladder Company.....	12	
No. 4 Hook and Ladder Company.....	12	
No. 5 Hook and Ladder Company.....	12	
No. 6 Hook and Ladder Company.....	12	
No. 7 Hook and Ladder Truck... ..	1	
No. 8 Hook and Ladder Truck... ..	1	
No. 9 Hook and Ladder Truck... ..	1	
		73

Total strength of the manual force, 287 members, of which 252 are permanent members, uniformed, and 35 are call members, not uniformed. I would recommend that another permanent member be placed in Nos. 7, 8 and 9 Hook and Ladder Companies, as these companies only have one member, the driver, and have to depend on the assistance given by volunteers.

No. 15 Engine Company have in regular service one steam fire engine, two hose wagons, a chemical engine and water tower.

Physical Qualifications for Members.

All applicants for positions in the service of the Department have to undergo an examination in regard to their physical condition. Members of engine companies are required to be not less than five feet and five inches in height and thirty-four inches around the chest, and members of hook and ladder companies are required to be five feet and eight inches in height and thirty-six inches around the chest.

Chief of Department.

John M. Hennick. Headquarters, No. 2 Engine House.

Assistant Chiefs.

George W. Ellender. Headquarters, No. 6 Engine House.

John J. Ledden. Headquarters, No. 4 Truck House.

William M. Dunn. Headquarters, No. 18 Engine House.

Superintendent of Machinery.

George J. Linsenmyer. Headquarters, No. 12 Engine House.

Force and Pay Roll.

	Per Annum.
1 Chief of Department.....	\$2,000
3 Assistant Chiefs, each,.....	1,400
1 Superintendent of Machinery.....	1,400
22 Captains of Steamers, Hook and Ladder Trucks and the Fire-Boat, each,.....	1,100
7 Captains of Chemical Engine Companies...	900
15 Lieutenants	1,000
16 Enginemen.....	1,100
17 Assistant Enginemen	900
2 Pilots on Fire-Boat.....	1,000
12 Tillermen of Hook and Ladder Companies..	900
21 Hostlers of Engine and Hook and Ladder Companies.....	900
10 Hostlers of Chemical Engine Companies and Hook and Ladder Companies in Annexed District.....	800
82 Pipemen.....	800
40 Laddermen	800
3 Stokers on Fire Boat	800
35 Call Firemen attached to Engine Companies	400
287 Members.	
17 Disabled members, who are retired from ser- vice, and pensioned, each.....	400

All members of the department receive their full pay when off duty, injured or sick, and when injured five dollars additional per week, from insurance, and in case of death from injuries received while perform-

ing fire duty, one thousand dollars is paid to the widow or other representatives.

There are three substitute members to each company. They are paid when on duty for regular members, are in line of promotion, and are insured in the same manner as the regular members.

I would recommend that the system of having substitute members attached to each company be dispensed with, and in their place, that a number of probationary members be appointed, who shall receive a salary, be uniformed, and stationed at the houses of the central companies, and be detailed to all the companies to fill the places of the members when they go off duty, sick, injured, or on leave of absence.

*Deaths, Resignations, Dismissals, Appointments,
Transfers and Promotions.*

COMPANIES.			Deaths.	Resignations.	Dismissals.	Appointments.	Transfers.	Promotions.
No. 1	Engine Company..	....	....	....	1	2	3	1
No. 2	Engine Company..	....	....	1	....	2	....	2
No. 3	Engine Company..	....	....	....	....	....	....	....
No. 4	Engine Company..	....	....	1	1	2	2	1
No. 5	Engine Company..	1	....	....	....	3	3	2
No. 6	Engine Company..	1	....	1	....	2	....	1
No. 7	Engine Company..	....	....	....	1	1	....	....
No. 8	Engine Company..	....	....	....	1	....	....	....
No. 9	Engine Company..	....	....	....	....	....	....	....
No. 10	Engine Company..	....	....	....	2	2	2	3
No. 11	Engine Company..	....	....	....	1	1	....	....
No. 12	Engine Company..	1	....	....	2	3	....	1
No. 13	Engine Company..	....	....	....	1	2	....	1
No. 14	Engine Company..	....	....	....	3	4	....	1
No. 15	Engine Company..	1	....	1	5	8	7	3
No. 16	Engine Company..	....	....	....	1	1	....	....
No. 1	Hook & Ladder Co.	....	....	....	....	1	....	2
No. 2	Hook & Ladder Co.	....	....	1	2	4	2	3
No. 3	Hook & Ladder Co.	2	....	....	2	4	3	7
No. 4	Hook & Ladder Co.	....	....	2	1	1	2	5
No. 5	Hook & Ladder Co.	1	....	1	....	2	....	6
No. 6	Hook & Ladder Co.	....	....	....	1	1	....	6
			7	8	25	46	24	45

*Deaths, Resignations, Dismissals, Appointments,
Transfers and Promotions.*

COMPANIES.	Deaths.	Resignations.	Dismissals.	Appointments.	Transfers.	Promotions.
No. 1 Chemical Engine Co.						
No. 2 Chemical Engine Co.						
No. 3 Chemical Engine Co.						
No. 4 Chemical Engine Co.			1	1	1	....
No. 5 Chemical Engine Co.					1	....
No. 6 Chemical Engine Co.					1	....
No. 7 Chemical Engine Co.		1	1	2	....	....
....		1	2	3	3	....

On April 5th, Capt. John J. Ledden, of No. 2 Engine Company, was promoted to be Assistant Engineer of the Western District.

By ordinance, on April 1st, the position of Superintendent of Chemical Companies in the Annexed District was abolished, and an Assistant Engineer of the Annexed District created; the salary was raised from \$1,000 to \$1,400 per annum, and William M. Dunn, who held the position of Superintendent of Chemical Companies, was promoted to be Assistant Engineer of the Annexed District.

On July 12th, engineman Thomas H. Humphreys, of No. 15 Engine Company, was retired from duty on account of physical disability, and pensioned, after being a member of the Department 19 years.

TABLE

*Showing the Number of Fire-Alarm Boxes that each
Company Responds to on the First,
Second and Third Alarms.*

COMPANIES.		First Alarm.	Second Alarm.	Third Alarm.	Total Number of Boxes.
No. 1	Engine Company	53	153	55	261
No. 2	Engine Company	73	56	93	222
No. 3	Engine Company	56	87	40	183
No. 4	Engine Company	76	118	57	251
No. 5	Engine Company	57	41	43	141
No. 6	Engine Company	86	80	47	213
No. 7	Engine Company	82	118	89	289
No. 8	Engine Company	87	50	67	204
No. 9	Engine Company	91	34	15	140
No. 10	Engine Company	74	80	67	221
No. 11	Engine Company	40	30	5	75
No. 12	Engine Company	32	20	23	75
No. 13	Engine Company	73	43	55	171
No. 14	Engine Company	49	12	36	97
No. 15	Engine Company	73	130	61	264
No. 16	Engine Company	54	....	....	....
No. 1	Hook and Ladder Company..	56	65	64	185
No. 2	Hook and Ladder Company..	77	112	25	214
No. 3	Hook and Ladder Company..	64	26	15	105
No. 4	Hook and Ladder Company..	68	92	52	212
No. 5	Hook and Ladder Company..	52	65	45	162
No. 6	Hook and Ladder Company..	48	41	30	119
	Water Tower Company	30	66	....	96

TABLE

Showing the Number of Times Engine Companies have Responded to Fires and Transferred to the Houses of other Companies, the Number of Feet of Hose Laid at Fires and the Working Time of the Engines at Fires.

COMPANIES.	Number of Times Re- sponded to Fires.	Number of Times Trans- ferred on Alarms.	Number of Feet of Hose Laid at Fires.	Working Time of the Engines at Fires.	
				Hours.	Min.
No. 1 Engine Co.	139	.....	38,700	73	35
No. 2 Engine Co.	143	.....	33,950	78	20
No. 3 Engine Co.	139	.....	32,750	118	55
No. 4 Engine Co.	143	.....	25,200	77	05
No. 5 Engine Co.	114	54	40,950	102	10
No. 6 Engine Co.	186	1	42,280	112	15
No. 7 Engine Co.	169	6	45,150	80	30
No. 8 Engine Co.	165	32	31,000	82	....
No. 9 Engine Co.	162	46	28,700	90	....
No. 10 Engine Co.	165	19	24,750	91	....
No. 11 Engine Co.	82	64	13,250	102	35
No. 12 Engine Co.	69	58	20,400	56	....
No. 13 Engine Co.	149	55	33,150	102	15
No. 14 Engine Co.	93	25	20,000	44	20
No. 15 Engine Co.	191	.....	23,800	79	....
No. 16 Engine Co. Fire- Boat	114	.....	4,700	290	....
	2,223	360	458,730	1,596	00

TABLE

Showing the Number of Times the Hook and Ladder Companies have Responded to Fires and Transferred to the Houses of other Companies, the Number of Ladders Used at Fires, and the Time the Hook and Ladder Companies were in Service at Fires.

COMPANIES.	Number of Times Responded to Fires.	Number of Times Transferred on Alarms.	Number of Ladders Used at Fires.	Hook and Ladder Trucks in Service at Fires.	
				Hours.	Minutes.
No. 1 Hook and Ladder Co....	135	21	335	279	....
No. 2 Hook and Ladder Co....	146	16	232	237	15
No. 3 Hook and Ladder Co....	125	54	188	202	20
No. 4 Hook and Ladder Co....	167	107	198	208	40
No. 5 Hook and Ladder Co....	159	89	160	293	....
No. 6 Hook and Ladder Co....	97	10	184	89	....
	829	297	1297	1309	75

Chemical Fire Extinguishers.

The five-gallon fire extinguishers were used 956 times, and the fifteen-gallon fire extinguishers, that are carried on No. 1 Hook and Ladder Truck, were used 139 times, having discharged 6,865 gallons of the solution at fires.

The tanks of the fifty-gallon chemical engine that is run from No. 15 Engine House has been emptied 83 times, discharging 7,450 gallons of the solution.

Service of Chemical Engine Companies in the Annexed District.

COMPANIES.	Number of Times Responded to Fires.	Number of Times Transferred to Houses of Other Companies.	Number of Tanks Used at Fires.	Number of Feet of Hose Laid at Fires.	Time in Service.	
					hrs.	m.
Chemical Engine Co. No. 1	32	2	49	4,850	63	..
Chemical Engine Co. No. 2	34	1	31	3,000	53	33
Chemical Engine Co. No. 3	54	....	63	7,150	90	..
Chemical Engine Co. No. 4	41	....	57	6,850	76	15
Chemical Engine Co. No. 5	49	25	27	2,100	48	45
Chemical Engine Co. No. 6	73	20	27	2,400	55	..
Chemical Engine Co. No. 7	16	....	23	1,500	18	45
	299	48	277	27,850	405	18

Number of Gallons of Chemical Solution used, 20,070.

Service of Hook and Ladder Trucks in the Annexed District.

COMPANIES.	Number of Times Re- sponded to Fires.	Number of Ladders Used.	Fire Extinguishers Used.	Time in Service.	
				hrs.	m.
Hook & Ladder Co. No. 7.....	41	24	29	76	16
Hook & Ladder Co. No. 8.....	32	42	6	63	40
Hook & Ladder Co. No. 9.....	16	20	20	18	45
	89	86	55	158	01

CASUALTIES.

COMPANY.	POSITION.	NAME.	DATE.	Box	TIME OFF DUTY.	NATURE OF INJURY.
Engine Co. No. 1.....	Captain.....	Wm. C. McAfee..	February 5.....	6	5 days..	Right side bruised and hand cut.
Engine Co. No. 1.....	Pipeman.....	Edwd. R. Addison.	February 5.....	6	11 days..	Right side bruised and wrist sprained.
Engine Co. No. 1.....	Substitute..	Frank Hanson..	February 24....	415	7 days..	Right side bruised and nail in right foot.
Engine Co. No. 1.....	Pipeman.....	Andrew J. Stump.	June 14.....	136	2½ days..	Left eye and face burned.
Engine Co. No. 1.....	Captain.....	Wm. C. McAfee..	August 8.....	212	3½ days..	Left foot mashed.
Engine Co. No. 2.....	Engineman..	Thos. E. Wheatly.	January 30....	412	67 days..	Left hand burned and gathered.
Engine Co. No. 2.....	Pipeman.....	William Eckert..	October 11....	48	27 days..	Left ankle sprained and head cut.
Engine Co. No. 3.....	Pipeman.....	R. H. Dougherty..	February 18....	212	3½ days..	Right hand cut.
Engine Co. No. 3.....	Hostler.....	John F. Peirce....	August 3.....	....	17 days..	Left hand mashed.
Engine Co. No. 4.....	Lieutenant..	Geo. W. Bentz....	January 4.....	273	6 days..	Left foot sprained.
Engine Co. No. 4.....	Pipeman.....	Wm. H. Cullen...	February 17....	347	9 days..	Right side bruised and right wrist sprained.
Engine Co. No. 4.....	Pipeman.....	Martin F. Lawless.	June 14.....	136	1 day...	Face burned.
Engine Co. No. 4.....	Pipeman.....	Geo. E. Croucher.	July 4.....	31	2 days..	Head cut.
Engine Co. No. 4.....	Pipeman.....	Geo. E. Croucher.	November 21..	123	6 days..	Right hand cut.
Engine Co. No. 5.....	Substitute..	Louis Harter....	December 13..	158	4 days..	Hands sprained.
Engine Co. No. 5.....	Pipeman.....	John F. Bilson....	December 13..	158	2 days..	Eyes affected by smoke.
Engine Co. No. 5.....	Lieutenant..	Jas. L. Lindsey..	December 13..	158	Killed..	Neck broken and breast mashed.
Engine Co. No. 6.....	Pipeman.....	Lawrence Blake..	December 13..	158	1 day...	Eyes injured by smoke.
Engine Co. No. 7.....	Pipeman.....	Wm. F. Doepppe..	June 4.....	....	9 days..	Left leg sprained.
Engine Co. No. 7.....	Hostler.....	Frank B. Hart....	June 17.....	....	9 days..	Head and legs bruised.
Engine Co. No. 8.....	Pipeman.....	Fredk. Johnston..	September 3..	431	17 days..	Left hip and shoulder bruised.
Engine Co. No. 9.....	Pipeman.....	Wm. H. Cuddy....	March 18.....	231	4 days..	Legs bruised.
Engine Co. No. 9.....	Call pipemn.	S. Uhlfelder.....	November 21..	123	7 days..	Right arm sprained.
Engine Co. No. 9.....	Call pipemn.	John H. Cruise....	November 26..	265	21 days..	Face and hands burned.
Engine Co. No. 10....	Pipeman.....	J. G. Keilholtz....	April 11.....	....	14 days..	Left shoulder bruised.
Engine Co. No. 10....	Captain.....	Herman F. Bichey.	December 13..	158	Still off..	Body and legs bruised.

Engine Co. No. 10.	Pipeman.	Henry Stagge.	December 13.	158	Still off.	Left leg broken near ankle.
Engine Co. No. 10.	Substitute.	Robt. G. Cockran.	December 13.	158	Still off.	Face and legs bruised.
Engine Co. No. 12.	Captain.	James Humes.	March 20.	68	8 days.	Left foot sprained.
Engine Co. No. 12.	Pipeman.	Thomas Voyce.	June 13.	349	11 days.	Right leg bruised.
Engine Co. No. 13.	Pipeman.	Wm. R. LaShone.	May 7.	349	Still off.	Legs broken by hose carriage running over them.
Engine Co. No. 13.	Call fireman.	James Keyser.	September 8.	367	6 days.	Overcome by smoke and heat.
Engine Co. No. 14.	Call fireman.	George E. Hibline.	October 12.	48	6 days.	Right leg bruised.
Engine Co. No. 14.	Call fireman.	Charles H. Baker.	October 20.	341	10 days.	Abscess of the rectum.
Engine Co. No. 14.	Call fireman.	George E. Hibline.	December 4.	123	Still off.	Left foot sprained.
Engine Co. No. 15.	Pipeman.	Leon Talbott.	February 24.	415	Died.	Suffocated by heat and smoke.
Engine Co. No. 15.	Pipeman.	Frank Miller.	February 24.	415	43 days.	Face, hands and leg burned.
Engine Co. No. 15.	Pipeman.	John Sally.	April 12.	522	2 days.	Right foot bruised.
Engine Co. No. 15.	Pipeman.	J. Thomas Dunn.	June 7.	437	10 days.	Left ankle sprained.
Engine Co. No. 15.	Captain.	Frank K. Conway.	July 26.	437	24 days.	Right leg scalded.
Engine Co. No. 15.	Pipeman.	Frank B. Hart.	July 26.	123	68 days.	Left leg scalded.
Engine Co. No. 15.	Pipeman.	George H. Rush.	November 21.	123	14 days.	Right hand cut.
Hook & Ladder No. 1.	Substitute.	George Gerhardt.	January 21.	18	18 days.	Right ankle sprained.
Hook & Ladder No. 1.	Captain.	J. Albert Cassedy.	February 10.	7	2 days.	Back sprained.
Hook & Ladder No. 1.	Asst. tillmn.	George Cassedy.	March 13.	31	7 days.	Right hand injured.
Hook & Ladder No. 1.	Ladderman.	Marlin Kirby.	April 2.	158	57 days.	Collar bone broken and head cut.
Hook & Ladder No. 1.	Ladderman.	Geo. F. Thompson.	November 17.	158	11 days.	Right ankle sprained.
Hook & Ladder No. 1.	Ladderman.	Geo. F. Thompson.	December 13.	212	Still off.	Right foot injured, ran a nail in it.
Hook & Ladder No. 2.	Ladderman.	Wm. A. Meushaw.	February 18.	415	10 days.	Right foot injured, ran a nail in it.
Hook & Ladder No. 2.	Ladderman.	John F. Schafer.	February 24.	464	14 days.	Left foot mashed.
Hook & Ladder No. 2.	Ladderman.	Wm. H. Stapf.	December 1.	464	10 days.	Cut on right knee.
Hook & Ladder No. 2.	Ladderman.	Henry F. Eckles.	December 1.	142	5 days.	Left leg cut and bruised.
Hook & Ladder No. 3.	Captain.	Geo. W. Foxwell.	March 13.	212	42 days.	Legs bruised.
Hook & Ladder No. 3.	Ladderman.	Joseph Kelly.	August 8.	357	9 days.	Head cut.
Hook & Ladder No. 4.	Ladderman.	Malcolm Jordan.	October 6.	321	10 days.	Toes on left foot mashed.
Hook & Ladder No. 4.	Ladderman.	Malcolm Jordan.	December 9.	321	10 days.	Left hand cut with glass.
Hook & Ladder No. 6.	Hostler.	Geo. D. Taylor.	February 18.	212	23 days.	Left ankle sprained.
Hook & Ladder No. 6.	Asst. tillmn.	Antone Kemp.	July 16.	535	7 days.	Right foot injured.
Hook & Ladder No. 5.	Hostler.	Howard E. Curry.	January 16.	18	18 days.	Right shoulder dislocated.

DEATHS OF MEMBERS.

No. 15 Engine Company—Pipeman Leon Talbott was overcome with smoke and suffocated in fifth story near front part of the building Nos. 329 and 331 West Baltimore street, on February the 24th. He was 28 years of age, and had been a member of the Department two years, serving in No. 5 Hook and Ladder Company and No. 15 Engine Company.

No. 12 Engine Company—Pipeman George Stegman died on April the 27th, of cerebro spinal meningitis, after an illness of six months. He was 32 years of age, and had been a member of the Department five years and four months, serving in No. 12 Engine Company.

No. 6 Engine Company—Pipeman Frank L. Creamer died on May the 3d, of consumption of the lungs, after an illness of two months. He was 29 years of age, and had been a member of the Department three years, serving in No. 5 Hook and Ladder Company and No. 6 Engine Company.

No. 5 Hook and Ladder Company—Ladderman William Van Rossum died on June the 17th, of consumption of the lungs, after an illness of five months. He was 45 years of age, and had been a member of the Department nine years, serving in No. 4 Engine Company and Nos. 1, 3 and 5 Hook and Ladder Companies.

No. 3 Hook and Ladder Company—Substitute Arthur Geis died on October the 22d, of a complication

of diseases, after an illness of two months. He was 23 years of age, and had been a member of the Department twenty months.

No. 5 Engine Company—Lieutenant James L. Lindsey was killed at fire, burning of Brown's cotton warehouses, on December the 13th, by a wall and bales of cotton falling on him, breaking his neck and crushing his breast. He was 51 years of age, and had been a member of the Department fourteen years, serving in Nos. 3 and 5 Engine Companies.

No. 3 Hook and Ladder Company—Lieutenant Louis Laux died of typhoid pneumonia on December the 19th, after an illness of 31 days. He was 36 years of age, and has been a member of the Department sixteen years, always in No. 3 Hook and Ladder Company.

INCREASING THE NUMBER OF ASSISTANT ENGINEERS.

When the Department was organized in February, 1859, thirty-four years ago, it consisted of seven engine and two hook and ladder companies. The City was divided into two districts, designated the Eastern and Western. Calvert street then being the centre of the City, was made the dividing line between them, and two officers were appointed, one for each district, and were termed assistant engineers. In 1883, owing to the spread of the City in the western section, the dividing line between the districts was changed to Charles street, but there has been no increase in the

number of assistant engineers since the Department was organized, although it has increased to seventeen engine companies, six hook and ladder companies, and seven chemical engine companies, a water tower and fire-boat, and the number of fires have increased from 112 to 795. After annexation, a superintendent, since made an assistant engineer, was appointed for the annexed district. When large fires occur, or two fires at the same time, and all the force available is called into service, the necessity for more assistant engineers is shown, as it is impossible to properly direct the operations of companies working around a large fire, or at two different fires, with the chief and one or two assistants, as one of the assistant engineers, after an alarm of fire, is required to attend to the transferring of the remaining companies to the houses that are vacated by the companies that are in service at the fire, so as to protect as far as possible all sections, and especially the business parts of the City, and when there is another fire, which frequently occurs, before the recall is received from the first fire, a third or general alarm for a fire, he is to respond to it. There should be at least three more assistant engineers appointed, and the 34 square miles of area which the City covers divided into districts, with an assistant engineer located as near to the centre of each district as it is possible to place them, so that they can be on the fire ground quickly to direct the companies.

NO. 18 ENGINE HOUSE.

The quarters for this company are situated on Twenty-first street, near Maryland avenue, in the annexed district. The lot is 36 by 140 feet; the building has a frontage of 36 feet, with a depth of 80 feet, and at the rear there is a brick tower for drying hose, 55 feet high. It is two stories high, and is built of red sand brick, laid in black mortar, with red stone trimmings. There are two large doorways in front for the exit of fire apparatus; a large ornamental bay window is built in front at second story; the first floor has but one room, and is paved with granolithic, extending over the sidewalk and gutter; there is no plastering used in first story; the walls are laid smooth with the joints struck and the brick work given three coats of buff paint. There are eight stalls, which are placed alongside of the apparatus where the horses will work; an iron spiral stairway leads to the second story, which is divided into a bed-room, room for assistant engineer of the district, storage and bath-room, with six brass sliding poles to enable the members to descend to the first story.

No. 3 Chemical Engine Company was removed to No. 18 Engine House on November the 7th, 1892, from the building on Fifth street, near Charles Street avenue, for which the City paid \$240 per annum rent.

I would recommend that No. 3 Chemical Engine Company be disbanded and their equipment made part

of No. 18 Engine Company, and that No. 18 Engine Company should be organized as follows: Captain, lieutenant, engineman, assistant engineman, hostler, and seven pipemen, making eleven members, with the following equipment: One third size double vertical piston steam fire engine, with a double pole, so as to work three horses abreast; one heater for the engine; two hose wagons; 2,800 feet of two and a-half inch fabric hose; one double fifty-gallon tank chemical engine; eight horses, three for the engine, two for the hose wagon, two for the chemical engine and one horse for a reserve; three sets of double swinging harness, and one set of single swinging harness; two five-gallon fire extinguishers, with furniture, tools and other necessary appliances.

As part of the lot purchased, 36 by 60 feet, was not required for No. 18 Engine House, I would recommend that it be improved by putting on it a one-story brick building, which can be used as a store-house for reserve apparatus, fuel, and have in it two large box stalls for the reserve horses that are kept in the annexed district.

No. 17 Engine House—A building should be erected on the lot purchased at the northeast corner of Fort avenue and Haubert street, which is 41 feet front and 97 feet deep, and an engine company placed in service, as it is required to protect the large mercantile and manufacturing interests that are located at Locust Point. The nearest engine company is No. 12, and

the next nearest is No. 2, which is a mile and a-half distant, and when these companies are at a fire and the Broadway ferry boats are not running, this section is left without protection against fires.

APPARATUS.

One fire-boat named Cataract.

One Hale water tower.

One extra first-class steam fire engine.

Four first-class steam fire engines.

Six second-class steam fire engines.

Four third-class steam fire engines.

Fifteen heaters for steam fire engines.

Nine hose wagons.

Twenty hose carriages.

Two first size Hayes' extension ladder trucks, 85 feet.

Two second size Hayes' extension ladder trucks, 70 feet.

One third size Hayes' extension ladder truck, 56 feet.

One bank ladder truck with Bangor ladder, 65 feet.

Three small bank ladder trucks, with chemical engine companies.

One double-tank chemical engine, each tank of 100 gallons capacity.

Two double-tank chemical engines, each tank of 85 gallons capacity.

Four double-tank chemical engines, each tank of 50 gallons capacity.

Seven wagons to carry fuel to engines, when working at fires.

Forty-two chemical fire extinguishers, each of 5 gallons capacity.

Four chemical fire extinguishers, each of 15 gallons capacity.

Six Concord wagons, with 14-inch gongs and machinery for striking them, used by the officers.

One wrecking truck, to carry broken apparatus on.

Ten circular-nets, for people to jump in at fires.

One wagon for carrying supplies.

RESERVE APPARATUS.

Two third-class steam fire engines.

Three fourth-class steam fire engines.

One Hayes' extension ladder truck, 85 feet.

One bank ladder truck.

One double-tank chemical engine, each tank of 50 gallons capacity.

Two Concord wagons, with gongs and striking machinery.

One steam heater.

TELEGRAPH DEPARTMENT.

Three covered wagons, used by the linemen.

One carriage, used by the superintendent.

CONDITION OF THE APPARATUS.

The apparatus is in good condition, with the exception of No. 1 engine, which has been in service eighteen years, the reserve bank ladder truck and

four of the hose carriages. Owing to the condition of the streets, caused in a measure by the changing of all the horse-car railroads to cable and electric railroads, and the building of the Belt Line road, accidents to the running gear of the apparatus has been of frequent occurrence, and has added greatly to the expense of keeping it in repair.

NEW APPARATUS AND WHERE IT WAS PLACED IN SERVICE.

One first size double vertical crane neck piston steam fire engine, built by the La France Company, with their improved pumps; diameter of pumps, 5 inches; diameter of steam cylinders, $8\frac{1}{2}$ inches; length of stroke, 9 inches; diameter of boiler, 36 inches; height of boiler, 62 inches; capacity of engine, 1,000 gallons per minute; weight when ready for service, 9,400 pounds. Was placed in service at No. 4 Engine Company, on August the 26th, 1892.

Four hose wagons manufactured by the Leonhardt Wagon Company, and placed in service at Engine Companies Nos. 1, 3, 4 and 6, on August the 15th, 1892.

Two fuel wagons, manufactured by the Leonhardt Wagon Company, and placed in service at Hook and Ladder Companies Nos. 1 and 2, on August the 15th, 1892.

One Woodhouse stand pipe, with nozzles 3, $3\frac{1}{2}$ and 4 inches, placed on fire-boat February the 17th, 1892.

Four circular life-saving nets, placed in service at Nos. 3, 4, 5 and 6 Hook and Ladder Companies.

New heater to connect to engine, built by the E. J. Codd Company, placed in No. 15 Engine Company's house.

Two five-gallon fire extinguishers, made by Charles T. Holloway, placed in service at No. 4 Hook and Ladder Company.

No. 3 Engine, all the machinery and running-gear overhauled, and a nest tube boiler 38 inches in diameter and 64 inches high, put on by the LaFrance Company; placed in service on July the 8th, 1892.

Three double-pole arrangements to work three horses abreast were placed in No. 2 Hayes' Truck, No. 7 Chemical Engine, and one at No. 15 Engine Company.

New covered wagon for linemen of telegraph department.

Additional Apparatus Required for the Department.

Two second size double vertical crane-neck piston steam fire engines, not to weigh more than 7,300 pounds when ready for service; one of them for No. 18 Engine Company and the other for No. 1 Engine Company.

Five hose wagons, two of them for No. 18 Engine Company, the others to replace hose carriages at Nos. 5, 8 and 10 Engine Companies.

One second size extension ladder truck, with ladders to reach the height of 75 feet.

Four double-pole arrangements, to work three horses abreast.

Pompier wagon, with a complete equipment of ladders, belts, life-lines, gun and other appliances used.

A Concord wagon, for officers' use, to be kept at No. 18 Engine House.

No. 7 Hook and Ladder Truck, altered and rebuilt.

No. 8 and 11 Engines, full platform springs to front running gear.

DESCRIPTION OF STEAM FIRE ENGINES.

No. 1 is a first size vertical crane-neck piston double engine, built by Ives & Brother, in 1874; rebuilt by the La France Company, and a nest tube boiler put on, in January, 1884.

No. 2 is a first size vertical crane-neck piston double engine, built by the La France Company, in January, 1889.

No. 3 is a first size vertical crane-neck piston double engine, built by Ives & Brother, in 1874; rebuilt by Clapp & Jones, in December, 1884, and rebuilt and a nest tube boiler put on by the La France Company, in August, 1892.

No. 4 is a first size vertical crane-neck piston double engine, built by the La France Company, in August, 1892.

No. 5 is a third size horizontal half crane-neck piston double engine, built by Clapp & Jones, in December, 1885.

No. 6 is a second size vertical crane-neck piston double engine, built by the La France Company, in November, 1890.

No. 7 is a third size vertical crane-neck piston double engine, built by the La France Company, in December, 1891.

No. 8 is a third size vertical crane-neck piston double engine, built by the La France Company, in August, 1888.

No. 9 is a second size vertical crane-neck piston double engine, built by the La France Company, in August, 1886.

No. 10 is a second size vertical crane-neck piston double engine, built by Clapp & Jones, in September, 1886.

No. 11 is a second size vertical crane-neck piston double engine, built by the La France Company, in February, 1889.

No. 12 is a third size horizontal straight frame piston double engine, built by Clapp & Jones, in August, 1885.

No. 13 is a second size crane-neck rotary engine, built by the Silsby Manufacturing Company, in August, 1887.

No. 14 is a third size vertical crane-neck piston double engine, built by Clapp & Jones, in July, 1888.

No. 15 is an extra first size vertical crane-neck piston double engine, built by Clapp & Jones, in January, 1891.

No. 16 is the fire-boat Cataract, built, hull and all wood-work, by Brusstar Brothers; propelling machinery, by The E. J. Codd Company; fire-pumps, by Thomas Manning.

RESERVE ENGINES.

A, formerly No. 2, is a third size horizontal straight frame piston single engine; it was built by Ives & Brother, in 1864, and rebuilt by the La France Company, in 1884, and a nest tube boiler put on; it is kept at No. 15 Engine Company.

B, formerly No. 7, is a third size vertical straight frame piston single engine; it was built by Reaney & Neafie, in 1858, rebuilt by Clapp & Jones, and a drop tube boiler put on in November, 1883; it is kept at No. 4 Engine Company.

C, formerly No. 9, is a third size horizontal straight frame piston single engine; it was built by Ives & Brother, in 1871; is kept at No. 9 Engine Company.

D, formerly No. 11, is a fourth size horizontal straight frame piston single engine, built by Poole & Hunt, in 1867, rebuilt by Ives & Brother, and new boiler put on in 1875 ; is kept at No. 11 Engine Company.

E, formerly No. 13, is a third size horizontal straight frame piston single engine, built by Ives & Brother, in 1876 ; is kept at No. 14 Engine Company.

Engines A and B will be used by the reserve companies at Nos. 4 and 15 Engine Houses.

STATIONS WHERE FUEL WAGONS ARE KEPT AND FUEL
DEPOTS.

Nos. 1, 2, 3, 5 and 6 Hook and Ladder Companies' Houses, and No. 1 Engine House.

ENGINES.	CYLINDERS.		PUMPS.		BOILERS.		Gallons per Minute.	Weight as Drawn to Fires.
	Diameter.	Stroke.	Diameter.	Stroke.	Diameter.	Height.		
Engine No. 1	8½	10	4¾	10	38	64	900	9,420
Engine No. 2	8¾	8	5	8	36	60	900	9,600
Engine No. 3	8½	10	5	10	38	64	1000	10,760
Engine No. 4	8¼	9	5	9	36	60	900	9,600
Engine No. 5	6¼	7	3¾	7	32	60	500	6,700
Engine No. 6	8¼	8	4¾	8	32	60	700	8,500
Engine No. 7	7¾	8	4¼	8	30	60	600	7,120
Engine No. 8	8½	6	4¾	6	30	60	600	7,100
Engine No. 9	7¾	8	4¾	8	32	60	700	7,480
Engine No. 10	7½	7	4½	7	32	60	700	7,180
Engine No. 11	8¾	8	4¾	8	34	60	750	8,400
Engine No. 12	6¼	7	3¾	7	32	60	500	6,825
Engine No. 13	Rotary pump.				34	60	600	6,700
Engine No. 14	7	7	4¾	7	32	60	600	6,990
Engine No. 15	9¾	8	5¾	8	38	62	1000	9,460
Engine No. 16	....	....	....	....	....	....	....	....
Fire Boat ..	16	10	9	10	Two sets of pumps.			
Engine No. 18	7¾	8	4¼	8	32	60	600	7,000

HORSES.

There are now in service of the Department one hundred and twenty-four (124) horses, and with a very few exceptions, they are in first-class condition. During the year thirty-four (34) horses were purchased, nine (9) of them were for companies in the Annexed District; the adoption of the arrangements to work three horses abreast in six companies required that

number of additional horses. Twenty-seven (27) horses that were unfit for the service from various causes were given in exchange; two horses died; one horse had left hind leg broken, by No. 15 Engine running over it, and had to be killed; and one horse that ran away and broke bone in right shoulder was given away.

The horses are used in the following manner:

Fourteen engine companies, with four horses to each company, and one engine company, No. 2, with five horses..	61	Horses.
Six hook and ladder companies, with three horses to each company.....	18	“
Six chemical engine companies, with two horses to each company, and one chemical engine company with three horses	15	“
Chemical engine, with No. 15 Engine Company.....	2	“
Water tower, with No. 15 Engine Company.....	2	“
Three hook and ladder trucks in the Annexed District.....	4	“
Used by officers of Fire Department and in supply wagon.....	11	“
Used by Fire-Alarm Telegraph Department.....	5	“
Kept in reserve.....	6	“
		124 Horses.

I would recommend that three additional horses be purchased, so as to have a larger number of horses in reserve, and in training for service.

HOSE.

One hundred and eighty (180) sections, making nine thousand (9,000) feet, of two and a-half inch hose, complete with couplings, that was received during the past year, of which eight thousand (8,000) was fabric hose and one thousand (1,000) feet was gum hose, of the following brands:

5,000 feet of Unique Treated Double Jacket Fabric Hose.

3,000 feet of American Fire Hose, fabric, double jacket.

1,000 feet of Maltese Cross Gum Hose, light weight.

There is now in service thirty-seven thousand and two hundred (37,200) feet of reliable hose, fifteen thousand and three hundred (15,300) feet of medium quality hose, and seven thousand three hundred (7,300) feet of hose that would not stand the required pressure, two hundred pounds, was taken out of service. On June the 14th, at fire on Union dock, 800 feet of fabric hose was burned and 600 feet was injured by being saturated with tar and oils.

There will be required for the Department during the year 1893 seven thousand (7,000) feet of new hose, six thousand and five hundred (6,500) feet of two-and-

a-half-inch fabric hose, and five hundred (500) feet of three-inch fabric hose.

AN ORDINANCE TO PROTECT HOSE WHEN LAID AT FIRES.

I again call attention to the urgent necessity of an ordinance to protect the hose when it is laid at fires, by making it a penalty for any one to drive vehicles of any kind over the hose, as it is frequently injured from this cause, by being cut and having the couplings mashed. Especially is this the case at large fires, where long lines of hose are required to be laid. The only ordinance now in existence pertaining to this matter is for maliciously injuring the property of the Fire Department, and when parties have been arrested for driving over the hose at fires, the cases were dismissed by the magistrate, as no maliciousness could be proven.

HOSE.

ENGINE COMPANIES.	New Hose Received.	New Hose Required.	Reliable Fabric Hose.	Medium Fabric Hose.	Reliable Gum Hose.	Medium Gum Hose.	Condemned Fabric Hose.	Condemned Gum Hose.
	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet
No. 1.....	600	400	2600	1300	....	....	250	400
No. 2.....	550	300	3500	.....	....	....	100	....
No. 3.....	800	800	1400	1250	....	....	500	200
No. 4.....	1500	800	1500	2000	....	....	850	....
No. 5.....	550	500	1350	1250	....	300	650	150
No. 6.....	600	500	2000	1100	....	400	450	....
No. 7.....	600	500	2500	350	....	....	450	....
No. 8.....	700	500	1400	1000	....	100	800	100
No. 9.....	500	500	1700	1250	....	250	450	50
No. 10.....	500	500	1950	600	....	300	200	....
No. 11.....	600	....	2500	.....	500	....	....	550
No. 12.....	500	400	150	250	2400	....	300	300
No. 13.....	500	500	2500	1300	....	....	500	....
No. 14.....	....	400	2500	300	....	....	100	....
No. 15.....	500	400	3350	.....	....	....	....	....
No. 16.....	....	....	400	350	500	....	....	....
Total....	9000	7000	33800	12300	3400	1300	5600	1700

LEADING HOSE FURNISHED TO CHEMICAL ENGINE COMPANIES.

No. 1, two hundred (200) feet of four-ply one-inch gum hose.

No. 3, one hundred (100) feet of four-ply three-quarter-inch gum hose.

No. 4, one hundred (100) feet of four-ply one-inch gum hose.

No. 7, three hundred (300) feet of four-ply one-inch gum hose.

No. 15, two hundred and fifty (250) feet of four-ply three-quarter-inch gum hose.

Total number of feet, 950.

WHERE THE COMPANIES OF THE DEPARTMENT ARE LOCATED—STEAM ENGINE COMPANIES.

No. 1, Paca street, north of Fayette street.

No. 2, Barre street, west of Sharp street.

No. 3, Lombard street, east of High street.

No. 4, Lexington street, west of North street.

No. 5, Ann street, near Gough street.

No. 6, Gay and Ensor streets.

No. 7, Eutaw street, corner of Druid Hill avenue.

No. 8, Mulberry street, east of Arlington avenue.

No. 9, Madison street, east of Broadway.

No. 10, Columbia avenue, near Poppleton street.

No. 11, Eastern avenue, corner of Patterson Park avenue.

No. 12, Fort avenue, corner of Johnson street.

No. 13, Fremont street and Myrtle avenue.

- No. 14, Hollins street, west of Monroe street.
- No. 15, Lombard street, west of Howard street.
- No. 16, Commercial wharf, Thames street, east of
Broadway—Quarters for Fire-Boat.
- No. 17, Will be on corner of Fort avenue and Hau-
bert street.
- No. 18, Twenty-first street, near Maryland avenue.

HOOK AND LADDER COMPANIES.

- No. 1, Harrison street, near Fayette street.
- No. 2, Paca street, near Fayette street.
- No. 3, Ann street, near Gough street.
- No. 4, Biddle street, near Druid Hill avenue.
- No. 5, Aisquith street, near Oliver street.
- No. 6, Hanover street, corner of Ostend street.
- No. 7, York road, Waverly.
- No. 8, Brunswick street, near the Frederick road.
- No. 9, Hampden.

CHEMICAL ENGINE COMPANIES.

- No. 1, Brunswick street, near the Frederick road.
- No. 2, Mary street, Clifton.
- No. 3, Twenty-first street, near Maryland avenue.
- No. 4, York road, Waverly.
- No. 5, Homestead.
- No. 6, Belair road.
- No. 7, Hampden.

The twenty-six houses that are owned by the City and occupied by the companies are generally in good

repair. Some alterations are required to increase the efficiency of the companies. The house at Hampden is not owned by the City, but is rented at three hundred and sixty dollars per annum. The alterations and repairs that have been made are as follows:

ENGINE HOUSES.

No. 1.—Walls of engine-room painted, sleeping-room papered, front of house painted and bell taken out of tower.

No. 2.—All work inside and out of the house painted, sleeping-room papered, new floor in engine-room, granolithic floors in stalls and stable, new tin roof on the entire building and front painted.

No. 3.—Floor in engine-room and stalls renewed, water-closet and bath-room removed to third story, another sliding pole put up and front of house painted.

No. 4.—Sleeping-rooms papered, the entire house inside and out painted, four new and enlarged horse stalls built.

No. 5.—Granolithic pavement put in yard and pavement at rear of house.

No. 7.—Inside of engine-room, sitting-room and stable painted, sleeping and sitting-room papered, and granolithic pavement inside building.

No. 9.—Bath-room repaired and another sliding pole put up.

No. 10.—Two additional sliding poles, and well made in rear.

No. 13.—All outside brick work painted and penciled, new plumbing work in bath-room and tin roof repaired.

No. 15.—A studded partition was placed to enclose the bath-rooms and water-closets, and granolithic pavements placed in the box stalls, covered with two-inch boards.

No. 16.—The outside of the house was painted.

HOOK AND LADDER TRUCK HOUSES.

No. 1.—All work inside and out of house painted, rooms on second story papered, bath-room altered, new water pipe put in, drain pipe laid from well of water closet, boiler and water back to heat water, new wainscoting in front of truck room.

No. 2.—All the inside of house painted on first floor, iron columns set back 20 inches, to make the doorway wider, so as to work three horses abreast in the truck, new doors, new stalls made for the horses alongside of the truck, old stalls taken down, sitting-room made larger, new floor and wainscoting in truck room, new stone sill to front door and front painted.

No. 4.—All the inside of house painted, sleeping room and passage papered, sides and floors of stalls

cemented, new floor in passage, and 600 feet of terra cotta six-inch drain pipe laid, to connect the house to sewer.

No. 5.—The floors of the stalls were laid in cement.

No. 6.—All inside of first story painted, new board floor in part of first story and front pavement repaved.

REPAIRS AND ALTERATIONS REQUIRED—ENGINE HOUSES.

No. 1.—Horse stalls removed to rear of where the engine stands, ceiling of engine room painted, new tin roof on the house.

No. 2.—Back wall of stable repaired, larger ventilator from manure pit, property on west side purchased to enlarge engine house by building an addition, and making an entrance to rear.

No. 3.—Front doors made wider, so that three horses can be worked abreast in the engine, stall put up for another horse, and stairway removed to other side of room the belfry needs looking after, as the uprights are getting decayed.

No. 4.—Entire new tin roof, and flag pole painted.

No. 5.—New floor in first story, window lights in front doors, inside shutters to front windows in second story the house needs painting inside.

No. 6.—New tin roof on the house, sleeping room papered, doors of loft made larger, new floor in engine room, and house painted inside and out.

No. 7.—New front doors, floor in engine-room, and plumbing arrangements to heat water by the stove.

No. 8.—Hose tower raised 55 feet to hang hose in to dry them, and floor in stable.

No. 9.—Arch made of cement over gutter at front of engine house, partition in second story removed, sleeping-room papered, the house inside and out painted.

No. 10.—The inside of the house needs painting.

No. 11.—Hose tower raised 55 feet to hang hose in to dry them, sleeping-room papered, first story painted, and door of loft made larger.

Nos. 12 and 13 —The four horse stalls removed and placed on each side of the apparatus near where the horses work, a partition put up where front of horse stalls were, a cement floor put down behind the partitions where the stables were similar to the improvements made at No. 9 Engine House, doors made to open on side streets large enough for the apparatus to pass through, two horse stalls put up in room at rear of No. 12 Engine House, and tower raised 55 feet to hang hose in to dry them, and four stalls put up in the room at rear of No. 13 Engine House, to accommodate the horses that are used by the Telegraph Department.

No. 14.—Alterations made to hose tower, so that the hose can be hung higher and prevent the ends from laying on the floor.

No. 15.—Brick wall between loft of stable and main building raised above the roof, making it a fire wall.

No. 16.—Partition placed in first story to divide the room.

HOOK AND LADDER TRUCK HOUSES.

No. 2.—Ventilating skylight to open through the roof in centre of sleeping room.

No. 4.—Room made in second story, with glass partition, for use of Assistant Engineer, a heater, with boiler attached, to heat sleeping-room and furnish warm water for bath-room.

No. 5.—New floor in first story, horse stall on east side in rear brought forward, straight stairway removed and spiral stairway put up, bath-room removed and placed over roof against rear wall.

No. 6.—Boiler, with connections made to stove, to heat water for bath-room, straight stairway in place of the spiral stairs, and granolithic pavement in the yard.

HOUSES IN ANNEXED DISTRICT OCCUPIED BY CHEMICAL ENGINE COMPANIES.

No. 1.—Should be rebuilt, as it is not suitable for an engine house, the first floor is divided into small rooms, being formerly used as a station house.

No. 2.—Remove stairway to rear of first story, place horse stalls alongside of engine, the front of the house needs painting.

No. 4.—Should be rebuilt, as it is in a very dilapidated condition, is divided on first floor into small rooms, was formerly used as a station house.

No. 5.—A new pair of front doors, sleeping-room papered, and the house needs painting inside and out.

No. 6.—The house needs painting inside and out.

SAFETY IN THEATRES.

The theatres are frequently crowded with people, every available place being occupied where there is standing room, and we know from experience, that fires are likely to occur in these places at any moment, and in emergencies of this kind, no matter how well the means of exit are, there is likely to be a loss of life, as the people crowd the aisles in endeavoring to get out, and cause a panic; some are thrown down, others fall over them, and as there is so much light and inflammable material about the stage and in the loft, the flames spread rapidly, and in a few minutes the blinding and suffocating smoke, quickly followed by the flames, have spread through the building. I would recommend that an ordinance be passed, requiring that at least one trained fireman should be placed on the stage at every performance, and a keyless fire alarm box connected with the City Fire Department should

be placed near the stage in each theatre, and that there should be two axes, two picks, two fire-extinguishers kept on the stage, and buckets of water placed at different places, where fires are likely to occur.

FIRE-ALARM BOXES.

Twenty-three (23) additional fire-alarm boxes were put up, making the total number now in service, three hundred and thirty (330), eleven of which are private boxes, and are placed inside of buildings. The new boxes are numbered and located as follows :

- 221—Holliday and Saratoga streets.
- 266—McElderry and Eden streets.
- 277—Johns Hopkins Hospital, private box.
- 331—Saratoga and Cathedral streets.
- 332—Madison avenue and Orchard street.
- 334—Winans' mansion, St. Paul street, private box.
- 335—Eutaw and Lanvale street.
- 366—Wilson and Etting streets.
- 373—Patterson avenue and Fremont street.
- 44—Baltimore and South streets.
- 441—Charles street and Bank lane.
- 442—Fayette and Arch streets.
- 454—Harlem avenue and Schroeder street.
- 522—Conway and Light streets.
- 527—Howard and Dover streets.
- 536—Washington avenue and B. & O. Railroad crossing.
- 546—Howard and Hamburg streets.

ADDITIONAL FIRE-ALARM BOXES IN THE ANNEXED DISTRICT.

- 297—Guilford avenue and Twenty-first street.
- 298—Old York Road and Dumbarton avenue.
- 299—No. 18 Engine House, Twenty-first street, near Maryland avenue.
- 387—Pennsylvania and Fulton avenues.
- 486—Millington avenue and Ramsay street.
- 497—North avenue and Western Maryland R. R.
- 498—Wenstrom Works, Calverton road.

LOCATIONS WHERE FIRE-ALARM BOXES ARE REQUIRED.

- Baltimore and Fremont streets, keyless door.
- Foot of West Falls avenue, keyless door.
- Lafayette and Argyle avenues, keyless door.
- Canton avenue and Luzerne street, locked door.
- Gay street, between High and Exeter streets, keyless door.
- Carey street and Riggs avenue, keyless door.
- Washington and Eager streets.
- Mulberry and Howard streets, keyless door.
- Lexington street and Carrollton avenue, keyless door.

Keyless doors have been placed on the following fire-alarm boxes, making the number of fire-alarm boxes with keyless doors now in service, one hundred and one (101): 126, 132, 135, 136, 143, 145, 146, 147, 152, 153, 156, 158, 159, 161, 162, 215, 217, 232, 244, 264, 315, 341, 35, 344, 361, 365, 426, 432, 438, 451, 522, 516, 56 and 614.

The following fire-alarm boxes should be changed to keyless doors :

- 132—Dugan's wharf.
- 154—Caroline and Thames street.
- 156—Broadway and Thames streets.
- 165—Broadway and Baltimore street.
- 234—Ann and Orleans streets.
- 25—Eager and Constitution streets.
- 259—Biddle and Valley streets.
- 263—Caroline and Preston streets.
- 264—Monument and Caroline streets.
- 272—Biddle and Wolfe streets.
- 324—Preston street and Druid Hill avenue.
- 326—McMechen street and Pennsylvania avenue.
- 327—McMechen street and Madison avenue.
- 328—Mosher and Division streets.
- 34—Morton alley and Eager street.
- 342—Maryland avenue and Hoffman street.
- 346—Howard and Madison streets.
- 347—Calvert and Eager streets.
- 359—Eutaw and Preston streets.
- 367—Myrtle avenue and Hoffman street.
- 37—Lafayette avenue and Carrollton avenue.
- 371—Mosher and Gilmor streets.
- 429—Baltimore and Calhoun streets.
- 434—Pratt and Carey streets.
- 435—Scott and McHenry streets, Bartlett's Foundry.
- 452—Lexington and Stricker streets.
- 46—Baltimore and Gilmor streets.
- 471—Fulton avenue and Franklin street.

- 532—Barre and Warner streets.
- 533—Barre and St. Peter street.
- 534—Ridgley and Hamburg streets.
- 541—Eutaw and Henrietta streets.
- 542—Eutaw and West streets.
- 612—Montgomery and William streets.
- 613—Hughes and Covington streets.
- 614—Hamburg and Johnson streets.

FIRES.

During the year 1892 the Department attended 795 fires and alarms, which were received from street boxes, instantaneous and automatic boxes, and a number of them were silent fires; this is an increase of 119 over preceding year; the loss was \$839,435.77, this does not include the loss caused by burning of the cotton storage warehouses on December 13th, as it has not been adjusted. There has been an unusual number of fires in the business sections, and the efficiency of the Department has been put to severe tests on several occasions. On June the 14th there were two destructive fires, the freight warehouses of the Bay Line Steamboat Company, and Hollander's large furniture factory, burning at the same time, and on December 13th, at the burning of the cotton storage warehouses, which contained 17,204 bales. At the above-mentioned fires, the fire-boat Cataract did effective service and prevented the fires from spreading to other valuable property. I would respectfully recommend that another fire-boat should be built, for should a fire occur, such as

we had on these two occasions, and the fire-boat *Cata-ract* should be out of service, from any cause, there might be a great destruction of property.

NOTABLE FIRES WHERE THE LOSS EXCEEDED TEN THOUSAND DOLLARS.

February 24th—Nos. 329, 331, 333 and 335 West Baltimore street, southeast corner of Eutaw street, two six-story brick buildings, each 35 by 190 feet; Nos. 329 and 331 occupied as a wholesale clothing house; Nos. 333 and 335 as a printing and lithographing establishment. The fire originated near the rear end of the fifth story and spread by the elevator shaft to the sixth story, which was a large loft without windows, over both buildings, being lighted by skylights. The dividing wall between the building was cut off below the roof, which allowed the fire to spread through the lofts over both buildings, and there was no way to get the water to where the fire was burning, except the stairways. The roofs of both buildings were burned off. The fire did not extend forward in the fifth story or below where it originated. When No. 15 Engine Company, which is three blocks distant, arrived, the fire did not seem to be of much importance, from the front of the building. Pipemen Frank Miller and Leon Talbott started with a fire extinguisher on the elevator and were carried to the fifth story where the fire was burning, and not knowing how to operate the elevator and make it descend, they were overcome by the smoke. Pipeman Frank Miller escaped by getting out on the window

ledge and along it with assistance to the adjoining building. Pipeman Leon Talbott was found lying near the front window and died shortly after. The first alarm was received at 12.57 P. M., second at 1.14 P. M.; recall signal, 7.53 P. M. The services of ten engines, four hook and ladder trucks, two chemical engines and the water tower was required. The cause of the fire could not be ascertained. The loss was \$105,217.51, insurance, \$256,478.00.

March 19th—Northeast corner of Holliday and Saratoga streets, a five-story brick building, 40 by 100 feet, occupied as a printing establishment, shoe factory, shirt and underwear factory. The fire originated and was confined to the fifth floor. The stock in the room, which was used as the shirt factory was destroyed; and the entire roof of the building burned off. The first alarm was received at 4.21 A. M.; second at 4.27 A. M., and third at 4.43 A. M.; recall signal at 11.10 A. M. The services of eleven engines, four hook and ladder trucks and the water tower was required. The cause of the fire was sparks or heat from a stove. The loss was \$30,905.65; insurance, \$78,600.00.

June 5th—Nos. 511 to 519 Wilson street, a two-story brick building, 80 by 140 feet, occupied as a livery and sale stable for horses, and a carriage house. The second story was used to store carriages in, and as the hay loft, and contained a large quantity of loose hay and straw. There were fifty-six horses in the first

story ; seventeen of them were burned to death, and thirty carriages in the second story were destroyed. The fire had gained great headway when the Department arrived. The delay was caused by the watchman losing the key to fire-alarm box. The first alarm was received at 2.19 A.M., and second at 2.28 A. M.; recall signal, 9.09 A. M. The services of five engines and two hook and ladder trucks were required. The cause of the fire was spontaneous combustion of damp hay. The loss was \$19,645 ; insurance, \$25,470.

June 14th—Union dock, foot of Concord street, one-story frame building, 800 feet long, built in two sections facing each other, with office buildings in the centre. At the end of the pier occupied by the Bay Line Steamboat Company as storage warehouse, 1,500 bales of cotton, 570 barrels of whisky, 2,000 barrels of rosin, 600 barrels of turpentine and other oils, and a large amount of other freight, all of which was destroyed. The fire originated in cotton at the lower end of the building, and the wind blowing up the dock spread the fire, and when the Department arrived the place was a mass of flames. Two lighters loaded with cotton took fire and were sunk. A four-masted schooner loaded with ice had rigging burned and side scorched. Some damage was done to buildings and lumber across the dock by sparks and brands of fire carried by the wind. The first alarm was received from Box 136 at 2.20 P. M.; second at 2.24 P. M. The third alarm, which had to be sent in from Box 134, as the fire had surrounded Box 136 at 2.28 P. M.; recall

signal, 10.20 A. M., June the 16th. The services of twelve engines, four hook and ladder trucks, three chemical engines, and the fire-boat Cataract were required. The fire was caused by a truck running over a parlor match which ignited the cotton. The loss was \$164,000; no insurance.

June 14th—Nos. 706 and 708 East Pratt street, a five-story brick building, 50 by 160 feet, forming an L, and extending through to Concord street, occupied as a furniture factory and storeroom. The fire originated in the ceiling of first story, and spread by the elevator shaft to the second and third floors, where it was stopped. The first alarm was received at 5.05 P. M.; second at 5.08 P. M., and third at 5.11 P. M.; recall signal, 7.23 P. M. The services of six engines and two hook and ladder trucks were required. The cause of the fire was sparks from blacksmith shop in first-story lodging in the ceiling. When the alarm was received for this fire, the department was in service at the Union Dock fire. All the apparatus was brought into service except five chemical engines. The loss was \$19,453.78; insurance, \$48,500.

June 23d—Corner of Andre and Beason streets, Locust Point, one and two-story frame building, 150 by 200 feet, occupied as a tin plate mill. One half of the structure was burned. The first alarm was received at 11.18 A. M.; second at 11.31 A. M.; recall signal, 5.39 P. M. The services of three engines, two hook and ladder trucks, and the fire-boat Cataract, were

required. The cause of the fire was that the supply-pipe leading from a large tank containing coal oil, which was used in the furnaces for fuel, becoming disconnected. Some of the apparatus went to this fire on the Broadway Ferry boats. The loss was \$12,596; insurance, \$22,250.

July 2d—No. 217 North Charles street, a five-story brick building, 40 by 170 feet, with mansard roof, used as furniture factory and salesrooms. The fire originated in the basement, where a large quantity of wall-paper was stored, and extended by the elevator shaft and stairway to all the other floors, considerably damaging the stock, which consisted of fine furniture, tapestry, bric-a-brac, and the rear part of the front building. The department was delayed in getting to the upper stories of the building by the electric light wires. The first alarm was received at 9.08 P. M.; general alarm at 9.12 P. M.; recall signal, 3.47 A. M., on July the 3d. The services of eleven engines, four hook and ladder trucks and one chemical engine was required. The cause of the fire could not be ascertained. The loss was \$91,975.91; insurance, \$142,900.

July 7th—Nos. 317 to 323 North street, extending through to Holliday street, two two-story brick buildings, each 40 by 162 feet, occupied as storage warehouses for baled hay, straw, mill feed, chairs and other furniture. The stock and building was badly damaged. The first alarm was received at 2.03 P. M.; second at 2.4 $\frac{1}{2}$ P. M., and third at 2.14 P. M. The

services of eleven engines, four hook and ladder trucks, and one chemical engine was required. The cause of fire was spontaneous combustion of damp hay. The loss was \$19,856 63 ; insurance, \$33,300.

August 8th—Nos. 9, 13, 15 and 17 South Frederick street, three and four-story brick buildings ; they were used as a furniture factory, yeast powder factory, metal warehouse and theatre. The fire started in the furniture factory, which was a four-story brick building, 30 by 120 feet, and spread by the elevator shaft and stairway to the upper floors. There was a considerable delay in sending in the alarm, as the two nearest boxes, 12 and 128, had been burned out by lightning. The building where the fire originated was destroyed, and the fire had spread to the adjoining buildings when the department arrived. The first alarm, sent in from No. 1 Truck House, was received at 8.19 A. M. ; second at 8.20½ A. M., and third at 8.29 A. M. ; recall signal, 2.54 P. M. The services of eleven engines, four hook and ladder trucks and two chemical engines were required. Cause of fire, boy throwing a piece of lighted paper near varnish can. The loss was \$56,193.06 ; insurance, \$125,350.

September 3d—Nos. 753 to 755 West Pratt street, a two-story brick building, 60 by 200 feet, extending back to Dover street, used as a planing mill, sash, door and blind factory. The building, stock and machinery was badly damaged, and the roofs of several houses on Dover and Dawson streets were burned.

The first alarm was received at 11.06 A. M.; second at 11.10 A. M., and third at 11.13 A. M.; recall signal, 8.51 P. M. The services of eleven engines, four hook and ladder trucks and one chemical engine were required. The fire was caused by heat in room where lumber was dried, igniting it. The loss was \$19,035.82; insurance, \$45,925.

October 6th—Southeast corner of Cathedral and Preston streets, a two-story brick and stone building, 85 by 96 feet, used as a planing mill, sash, door and blind factory. The building and contents were burned. The mansard roofs of two houses on Preston street were damaged, and the plate glass windows of front windows in Bryn Mawr School were cracked by the heat. The sparks, carried by wind, set fire to the Lyceum Theatre, and burned off a small part, at front of mansard roof. The first alarm was received at 3.37 A. M., second at 3.43 A. M. and third at 3.56 A. M.; recall signal, 3.35 P. M. The services of seven engines, four hook and ladder trucks and two chemical engines were required. The cause of the fire could not be ascertained. The loss was \$23,142.48; insurance, \$41,200.00.

October 27th—In block bounded by Union dock, Eastern avenue, Mill and Chesnut streets, two one-story frame buildings, used as a kindling wood factory, 800 cords of pine wood, several piles of yellow pine lumber, two two-story brick buildings, used as offices, two three and one four-story brick buildings,

used as a can factory and packing house, a four story brick warehouse, used for storing baled cotton and rags, was slightly damaged. The first alarm was received at 10.12 P. M., second at 10.17 P. M., and third at 10.20 P. M.; recall signal, 11.45 P. M. The services of ten engines, four hook and ladder trucks, fire-boat Cataract and police patrol boat Lannan were required. The fire was caused by sparks from furnace of boiler in the kindling wood factory. The loss was \$17,464.74; insurance \$61,900.00.

December 13th—On Bond and Thames streets, 200 by 400 feet, a one-story frame building, which covered the pier, two one-story brick buildings, and one two-story brick building and one four-story brick building. They were all used for storing baled cotton, and contained seventeen thousand two hundred and six (17,206) bales. The buildings were badly damaged and about one-half of the cotton was burned. The fire originated in the centre building and spread rapidly. The first alarm was received at 8.10 A. M. General alarm 8.22 A. M.; recall signal, 10.15 A. M., Dec. 15th. The services of eleven engines, four hook and ladder trucks, one chemical engine, fire-boat Cataract and the police patrol boat Lannan were required. The cause of the fire could not be ascertained. The loss has not been adjusted. Lieutenant James L. Lindsey, of No. 5 Engine Company, was killed, and acting Captain Henry Stagge, of No. 10 Engine Company, had his right leg broken by a falling wall. The fire-boat Cataract was in continuous service 180 hours.

December 23d—No. 228 North Eutaw street, a three-story brick building, 30 by 110 feet, used as factory, and salesroom for furs. The fire originated on first floor, near the centre of the building and spread by stairway to the upper floors. The stock was badly damaged, and the building burned on first floor. The first alarm was received at 10.35 P. M., second at 10.41 P. M.; recall signal at 2.06 A. M., December 24th. The cause of the fire could not be ascertained. The services of six engines, two hook and ladder trucks and one chemical engine were required.

FIRE DEPARTMENT.

901

BOX.	WHERE LOCATED.	DATE.	SECOND.	THIRD.	GENERAL.	LOSS.	INSURANCE.
31	Calvert and Pleasant streets.....	February 18th..	Second....	.....	.....	\$ 450 54	\$ 300 00
212	No. 1 Truck House, Harrison street...	February 18th..	Second....	Third....	.....	20,859 46	30,000 00
415	Baltimore and Eutaw streets.....	February 24th..	Second....	Third....	.....	105,217 51	256,764 00
21	Saratoga and Gay streets.....	March 19th....	Second....	Third....	.....	30,905 65	78,600 00
312	Clay and Park streets.....	March 19th....	Second....	.....	.....	450 00	.....
326	McMeichen st. and Pennsylvania ave.	June 5th.....	Second....	.....	.....	19,645 60	25,470 00
136	Foot of Union Dock.....	June 14th....	Second....	Third....	.....	164,000 00	.....
13	Pratt Street bridge.....	June 14th....	Second....	Third....	.....	19,453 78	48,500 00
75	Nicholson and Hull streets.....	June 23d....	Second....	.....	.....	12,596 00	22,550 00
318	Charles and Barnett streets.....	July 2d.....	Second....	.....	General...	91,975 91	142,900 00
13	Pratt Street bridge.....	July 3d.....	Second....	.....	.....	1,089 57	4,175 00
221	Holliday and Saratoga streets.....	July 7th....	Second....	Third....	.....	19,856 63	33,300 00
427	Lexington and Greene streets.....	August 6th....	Second....	Third....	.....	3,237 98	18,300 00
212	No. 1 Truck House, Harrison street...	August 8th....	Second....	Third....	.....	56,193 61	125,350 00
431	Pratt and Fremont streets.....	September 3d..	Second....	Third....	.....	19,035 82	45,925 00
232	Fayette and Bond streets.....	September 17th.	Second....	.....	.....	2,952 72	14,500 00
248	Holliday and Bath streets.....	September 23d.	Second....	Third....	.....	4,565 95	18,500 00
357	Park avenue and Preston street.....	October 6th....	Second....	Third....	.....	23,142 48	41,300 00
345	Charles street and Boundary avenue	October 10th....	Second....	.....	.....	3,000 00	.....
134	Concord street and Eastern avenue..	October 13th....	Second....	.....	.....	650 00	4,000 00
51	Pratt and Light streets.....	October 16th....	Second....	.....	.....	321 24	9,200 00
292	No. 4 Engine House, Waverly.....	October 24th....	Second....	.....	.....	1,490 00	250 00
123	Pratt and Gay streets.....	October 27th....	Second....	.....	.....	2,203 42	8,500 00
134	Concord street and Eastern avenue..	October 27th....	Second....	Third....	.....	17,464 74	61,900 00
413	Salvage Corps, Liberty street.....	October 29th....	Second....	.....	.....	2,985 42	13,100 00
265	Bond and Oliver streets.....	November 26th..	Second....	.....	.....	5,272 38	4,000 00
134	Concord street and Eastern avenue.	November 28th..	Second....	Third....	.....	3,265 03	.....
464	Southwestern Police Station.....	December 1st....	Second....	.....	.....	10,500 00	.....
321	Franklin and Greene streets.....	December 10th..	Second....	.....	.....	2,560 50	.....
158	Bond and Thames street.....	December 13th..	Second....	.....	General...	Not adjust'd	.....
6	Calvert and Lombard streets.....	December 20th..	Second....	.....	.....	2,187 00	.....
419	Eutaw and Saratoga streets.....	December 23d..	Second....	.....	.....	12,000 00	.....

There were 30 Second Alarms, 13 Third Alarms and 2 General Alarms.

TABLE

*Showing the Different Causes of Fires and Alarms
during the Year 1892.*

Gasoline and coal oil stoves, careless use and explosion of.....	69
Defective construction of flues and chimneys.....	74
Unknown	87
Spontaneous combustion.....	28
Chimneys, burning of soot in.....	26
Overheated stoves.....	62
Gas jets setting fire to.....	15
Incendiary	3
Incendiary supposed.....	22
Children playing with matches.....	33
Rats or mice nibbling matches.....	10
Electric wires.....	14
Sparks from locomotives.....	6
Sparks from furnaces and stoves.....	18
Sparks from another fire.....	2
Struck by lightning.....	3
Slaking of lime.....	4
Fireworks.....	9
Bursting of kerosene lamps.....	32
Falling of kerosene lamps.....	11
Sparks from chimneys and stacks.....	39
Defective construction of buildings.....	3
Filling kerosene lamps while burning.....	2
False alarms.....	3

Hot ashes in wooden boxes.....	6
Heat from cupolas of furnaces.....	1
Unprotected stove pipes.....	19
Stove pipes becoming disconnected.....	2
Smoke and lights in buildings mistaken for fires..	7
Grease, varnish and tar boiling over.....	3
Heat from oven in bakery.....	7
Lighted candles falling.....	4
Meat in smoke house, or grease from it dropping in fire.....	2
Careless handling of coal oil.....	2
Sparks or heat from tinner's pots.....	2
Uncovered lights.....	2
Heat from bricks in burning kiln.....	1
Burning balloons falling on shingle roofs.....	3
Escaping gas taking fire.....	9
Heat from boilers.....	3
Vapor from turpentine, gasoline and other oils igniting.....	10
Heat from fires built on hearths igniting woodwork	7
False alarms from instantaneous fire-alarm boxes,	12
False alarms from pneumatic fire-alarm boxes....	3
False alarms from automatic fire-alarm boxes....	2
Paper coverings on stove-pipe holes.....	2
Bromic acid.....	1
Sparks falling from stove-pipe holes.....	3
Lantern falling which contained kerosene.....	1
Wooden spittoons.....	2
Furnace setting fire to lamp-black.....	1
Test alarm.....	1

Dog knocking over a kerosene lamp.....	1
Intentional fires made to consume rubbish.....	5
Heat in drying room, used seasoned lumber.....	1
Carelessness	19
Children playing with fire.....	14
Sparks from chimneys and stacks.....	38
Furnaces and heaters igniting goods and wood- work.....	8
Clothes falling on stoves.....	2
Registers in floors.....	6
Bonfires	3
Uncovered lights.....	2
Sparks from blacksmith's forge.....	2
Fire used to season barrels in cooper shop.....	1
Thawing out frozen pipes.....	2
Air in charcoal kiln.....	1
Sparks from tug-boat.....	1
Fire falling from open grates.....	5
Friktion of machinery.....	2
Heat from swinging kerosene lamps.....	3
Parlor matches igniting.....	2
Burning off paint.....	1
Rekindling of fires.....	2
Woman's clothes taking fire from a stove.....	1
Heat from cupolas of furnaces.....	3
Brush and woods burning.....	5

TABLE

Showing the Number of Box Alarms by Districts for the Year 1892.

Month.	East of Charles street.	West of Charles street.	Annexed District.	Total.
January.....	22.....	23.....	7.....	52
February.....	15.....	18.....	8.....	41
March.....	13.....	20.....	5.....	38
April.....	16.....	19.....	6.....	41
May.....	14.....	22.....	3.....	39
June.....	23.....	19.....	4.....	46
July.....	19.....	28.....	4.....	51
August.....	34.....	22.....	4.....	50
September....	16.....	19.....	6.....	41
October.....	20.....	18.....	13.....	51
November....	21.....	24.....	6.....	51
December....	26.....	26.....	7.....	59
	229	258	73	560

There were 229 alarms from boxes in the Eastern District, which comprises all that part of the City, east of Charles street, from North avenue to Lee street, and 258 alarm from boxes in the Western District, which comprises all that part of the City, from the centre of Charles street, from North avenue to the centre of Lee street, and around the water front to Gwynn's falls, and 73 alarms from boxes in the Annexed District, which comprises the Twenty-first and Twenty-second Wards.

TABLE

*Exhibiting the Number of Fires for the Hours of
the Day during the Year 1892.*

<i>Ante Meridian.</i>			<i>Post Meridian.</i>		
BETWEEN			BETWEEN		
12 and	1 o'clock	25	12 and	1 o'clock	43
1 and	2 o'clock	26	1 and	2 o'clock	48
2 and	3 o'clock	19	2 and	3 o'clock	27
3 and	4 o'clock	27	3 and	4 o'clock	40
4 and	5 o'clock	13	4 and	5 o'clock	36
5 and	6 o'clock	11	5 and	6 o'clock	33
6 and	7 o'clock	14	6 and	7 o'clock	47
7 and	8 o'clock	35	7 and	8 o'clock	44
8 and	9 o'clock	29	8 and	9 o'clock	62
9 and	10 o'clock	30	9 and	10 o'clock	43
10 and	11 o'clock	29	10 and	11 o'clock	40
11 and	12 o'clock	45	11 and	12 o'clock	29

TABLE

*Showing Number of Fires on Each Day of the Week
for the Year 1892.*

Day.	Number of Fires.
Sunday	105
Monday	116
Tuesday	118
Wednesday	107
Thursday	128
Friday	95
Saturday	126

TABLE

*Showing the Number of Alarms Monthly for the
Year 1892.*

Month.	Box Alarms.	Still Alarms.	Total.
January.....	52.....	23.....	75
February.....	41.....	20.....	61
March.....	38.....	21.....	59
April.....	41.....	13.....	54
May.....	39.....	13.....	52
June.....	46.....	13.....	59
July.....	51.....	34.....	85
August.....	50.....	15.....	65
September.....	41.....	19.....	60
October.....	51.....	30.....	81
November.....	51.....	18.....	69
December.....	59.....	16.....	75
	560	235	795

TABLE

*Showing the Loss by Fires in each District
Monthly, for which Box Alarms were
sent out, and by Silent Fires.*

MONTH.	Eastern District.	Western District.	Annexed District.	Still Alarms.
January.	\$ 8,253 55	\$14,371 26	\$3,708 68	\$768 00
February	27,384 16	117,823 84	3,333 44	285 00
March...	37,660 72	11,789 90	515 00	645 00
April....	6,261 06	8,128 87	1,518 10	240 00
May	655 00	7,755 80	310 00	1,010 00
June....	189,745 85	36,424 56	35 00	349 00
July	114,046 83	9,189 97	6,542 94	534 55
August..	58,557 94	6,932 99	115 00	272 13
Septem'r.	9,924 85	25,862 59	745 22	374 00
October..	27,308 71	29,831 73	9,583 86	472 44
Nov'mb'r	18,822 75	5,243 30	859 11	243 00
Decemb'r	5,369 82	27,866 37	1,486 88	277 00
	\$503,991 24	\$301,221 18	\$ 28,753 23	\$5,470 12

TABLE.

Losses Monthly, Year ending December 31st, 1892.

Month.	
January	\$ 27,101 49
February	148,826 44
March	50,610 62
April	16,148 03
May	9,730 80
June	226,554 41
July	130,314 29
August	65,878 06
September	36,906 66
October	67,196 74
November	25,168 16
December	35,000 07
Total	\$839,435 77

POMPIER LIFE SAVING CORPS.

I again call attention to the necessity of organizing a life saving corps. As the greatest height to which the extension ladders on the largest Hayes trucks, such as Nos. 1 and 2 are, can be elevated is eighty-five (85) feet, and as there are a great many buildings whose upper windows are beyond the reach of these ladders, I would recommend that a set of Pompier ladders and a suitable wagon to carry them on to fires be procured, and that a company be organized by selecting members

from other companies and detailing them for this purpose, and they would soon become, by proper drilling, proficient in using these ladders, with the life-lines and belts, so, that in case of an emergency, they would be able to give aid in rescuing persons whose lives are imperiled in high buildings.

ELECTRIC LIGHT AND TROLLEY WIRES.

I would recommend that an ordinance be passed to compel electric light companies and railroad companies using the trolley system to have men always ready to respond to fires from boxes in the central part of the City, where the wires hinder the Department in extinguishing fires, so as to turn off the electric current when required.

THE POLICE PATROL BOAT LANNAN.

As a fire pump of six hundred gallons capacity has been placed on this boat, it can render this Department valuable aid in affording protection to the property about the water front.

COMPANY SENT TO NEW YORK.

October 11th, by invitation, an engine company, with steam fire engine, hose wagon, four horses with harness, and thirteen members, was sent to New York to take part in the Columbus parade.

FIRE-PLUGS AND WATER MAINS.

Larger water mains and additional fire-plugs are required in the vicinity of Pratt street, from Greene to Poppleton street, as this locality is built up with factories, and many of them are woodworking establishments. At the fire which occurred on September 3d, burning of building Nos. 753 and 755 West Pratt street, milling block, where second and third alarms were sent out, which called eleven engines, only five of them had a supply of water, and the engines that attached to plugs at McHenry and Scott streets and McHenry and Fremont streets could not get water enough from them to do any service, and one engine had to lay out 1,400 feet of hose to reach the fire.

There is also a scarcity of water in the locality west of Carey and south of Pratt street. On December 1st, burning of the Baltimore & Ohio Railroad Company's coal hopper shop, five engines were called and only three could do any service, as the water mains were so small, four-inch pipe, when one engine went to work it took the water from the other.

The number of fire-plugs put up during the year was 75, making the number now in service 1,300.

Additional fire-plugs are needed in several localities at the business sections of the City.

Respectfully submitted,

JOHN M. HENNICK,

Chief Engineer.

LOCATION OF COMPANIES

— AND —

ROSTER.

ENGINE COMPANY No. 1.

Located on Paca street, north of Fayette street.

Names.	Age	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
Wm. C. McAfee.....	28	Captain....	5 years..	17 E. Lanvale st...	Plumber.
Wm. F. Morrow.....	42	Lieutenant.	15 " ..	1014 Druid Hill ave..	Moulder.
Chas. E. Freburger....	45	Engineman.	17 " ..	111 Pearl street.....	Machinist.
John W. Eckhardt....	29	Ass't Eng'n	2 yrs. 4 mo.	650 W. Barre street.	Machinist.
Louis J. Fresch	49	Hostler. ...	21 years. .	3 Pearl street.....	Driver.
Edw. R. Addison	45	Pipeman...	18 " ..	651 W. Fayette st. .	Machinist.
Albert Oelmann.....	27	" ..	4½ " ..	638 W. Saragota st.	Blacksmith.
Wm. H. C. Laughlin...	47	" ..	4½ " ..	907 W. Mulberry st.	Huckster.
John Weinkamp	26	" ..	9 months..	4182 W. Lexington st.	Cigarmaker.
Henry D. Lemmerman..	27	" ..	1 month. .	102 Boyd street. ...	Driver.
Frank A. Hansen.....	24	" ..	15 days. .	654 W. German st. .	Blacksmith.

ENGINE COMPANY, No. 2.

Located on Barre street, west of Sharp street.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
William R. Ward.....	48	Captain....	20 years..	124 S. Calhoun street.	Carpenter.
C. Henry Hammel.....	39	Lieutenant.	6 " "	113 W. Hill street...	Plumber.
Thomas E. Wheatley..	52	Engineman.	24 " "	646 W. Lee street....	Machinist.
Daniel H. Weber.....	32	Ass't Eng'n	3 yr. 6 mo.	213 W. Barre street..	Machinist.
Frank Hines.....	28	Hostler....	2 yr. 9 mo.	1109 Race street. ..	Tinner.
William Eckert.....	34	Pipeman..	5 yr. 8 mo.	19 W. Lee street....	Brushmaker.
Charles Romoser.....	31	" "	3 yr. 5 mo.	507 S. Howard street.	Plumber.
Maurice C. Bollman...	27	" "	2 yr. 2 mo.	715 S. Fremont street.	Painter.
George C. Young.....	40	" "	1 yr. 9 mo.	505 S. Sharp street...	Tinner.
George H. Hewitt.....	27	" "	1 yr. 8 mo.	117 W. Barre street..	Brushmaker.
John W. Ruppert.....	32	" "	2 yr. 3 mo.	1265 Johnson street..	Can Capper.
William R. Birkhead.	28	" "	1 year	626 W. Lee street....	Cigarmaker.

ENGINE COMPANY No. 3.

Located on East Lombard street, near High street.

Names.	Age	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
Fielding H. Lucas.....	41	Captain....	12 years ..	12 S. High street...	Type Moulder.
Thomas B. Campbell...	30	Lieutenant.	3 " ..	1235 E. Lexington st.	Iron Moulder.
Patrick F. Moriarty...	42	Engineman.	18 " ..	910 E. Lombard st..	Machinist.
Thomas G. Huth	25	Ass't Eng'n	2 yrs. 8 mos	1901 Orleans street ..	Machinist.
John F. Pearce	49	Driver.....	17 years ..	407 N. Front street.	Baker.
Benjamin Price.....	48	Pipeman...	13 " ..	124 S. Bond street..	Coffee Roaster.
G. Louis Schlimm	32	" ..	4 $\frac{2}{3}$ " ..	313 S. Exeter street.	Boxmaker.
Herman Fumbaugh.....	36	" ..	4 $\frac{2}{3}$ " ..	1408 Gough street ...	Driver.
Robert H. Dougherty..	36	" ..	4 " ..	237 S. Bond street..	Undertaker.
August Schlimm.....	26	" ..	2 yrs. 7 mos	1010 Eastern avenue.	Driver.
James T. Pearl.....	36	" ..	6 years ...	912 E. Lombard st..	Tobacco Worker.

ENGINE COMPANY No. 4.

Lexington street, between North and Calvert streets.

Names.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>				
George W. Horton.	Captain.	31 years ..	404 Colvin street ...	Wire Worker.
George W. Bentz.	Lieutenant. 23	" ..	407 W. Mulberry st.	Baker.
John Gaffney.	Engineman. 16	" ..	1110 Clifton Place...	Machinist.
George I. Lawrence.	Ass't Eng'n 5 months..	13 years ..	1242 William street..	Machinist.
Andrew J. Connelly.	Driver.	11 "	411 Pine street.	Driver.
Constant Seibert.	Pipeman.	2 "	1123 E. Fayette st. ...	Driver.
William H. Cullen.	" ..	2 "	1312 Greenmount ave.	Driver.
Martin F. Lawless.	" ..	2 "	817 Covington street.	Mariner.
Joseph H. Daily.	" ..	12 "	14 Watson street...	Stonecutter.
Wilmer West.	" ..	23 "	524 N. High street...	Canmaker.
George E. Croucher.	" ..	5 "	913 Trinity street...	Canmaker.
John Amend.	" ..	15 months.	1622 Orleans street...	Boxmaker.

ENGINE COMPANY No. 5.

Located on Ann street, near Gough street.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
Andrew W. German....	43	Captain	21 years..	239 S. Ann street....	Painter.
Charles Rosenthal....	35	Lieutenant.	2 "	512 S. Collington ave.	Carpenter.
Fred. L. Nelson.....	45	Engineman	18 "	404 S. Ann street....	Machinist.
John N. Bletzer.....	29	Ass't Eng'n	4 "	722 S. Bond street...	Machinist.
Henry Murphy.....	41	Hostler	13 "	1838 Gough street...	Sugar Refiner.
Henry R. Seippel.....	43	Pipemen....	18 "	1741 E. Lombard st...	Barber.
William B. Baker.....	35	"	11 "	208 S. Ann street....	Brass Finisher.
John H. Reitz.....	30	"	5 "	2013 E. Lombard st...	Merchant.
Antony Schoepplein...	37	"	18 months.	209 S. Regester street.	Cooper.
John F. Bilson.....	29	"	6 "	1818 E. Lombard st...	Painter.
Thomas Flaherty.....	32	"	18 "	810 Port street.....	Pilot.

ENGINE COMPANY No. 6.

Corner of Gay and Ensor streets.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
Richard V. Pittinger...	44	Captain....	13 years..	1408 McElderry street	Carpenter.
Charles Betz	39	Lieutenant.	8 "	426 Colvin street....	Shoemaker.
Matthew Mulligan.....	54	Engineman.	22 "	1027 Valley street...	Machinist.
Thomas F. Sexton.....	38	Ass't Eng'n	4½ "	936 E. Monument st..	Machinist.
Benjamin F. Seipp.....	39	Hostler....	12 "	1170 Boyen street....	Plumber.
Lawrence Blake.....	47	Pipeman...	21 "	817 N. Gay Street....	Painter.
George Mineburg.....	50	"	21 "	218 N. Central ave....	Barber.
Frank C. H. Berger....	36	"	7 "	1101 Ashland ave....	Silversmith.
Joseph E. Renner.....	36	"	1¼ "	916 Valley street....	Miller.
Thomas Gaven	26	"	1½ "	222 Aisquith street..	Driver.
George Sykes.....	32	"	7 months..	26 N. Aisquith street	Collarmaker.
Frederick W. Harman..	28	"	4 "	405 N. Spring street.	Brass Finisher.

ENGINE COMPANY NO. 7.

Eutaw street and Druid Hill avenue.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
William H. Hartman ..	35	Captain	10 years ..	640 George street	Plumber.
Louis B. Schieve	40	Lieutenant.	20 " ..	620 N. Eutaw street..	Paperhanger.
Jacob S. Corns	40	Engineman.	14 " ..	731 N. Eutaw street..	Machinist
Thomas S. Brown	33	Ass't Eng'n	6 " ..	915 Madison ave.	Machinist.
Harmon Schiminger ...	38	Hostler	2 yrs. 9 mo	230 Rock street	Hostler.
Samuel A. Seymour	32	Pipeman ...	7 years ...	620 N. Eutaw street..	Canmaker.
William F. Doepppe	33	" ..	3 yrs. 4 mo	543 Lafayette ave ...	Upholsterer.
Charles A. Soistmann ..	39	" ..	2 yrs 10 mo	610 Bradley street...	Drummaker.
Paul L. Linde	26	" ..	1 yr. 10 mo	907 Madison ave.	Canmaker.
George Schneider	24	" ..	3 months..	826 Druid Hill ave...	Gas Fitter.
Emil Heise	33	" ..	2 yrs. 9 mo	800 W. Balto. street..	Packer.

ENGINE COMPANY NO. 8.

Located on Mulberry street, between Schroeder street and Arlington avenue.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
Andrew J. Walter.	55	Captain.	21 years ..	1020 Saratoga street..	Cigarmaker.
John A. Bannan.	50	Engineman.	15 " ..	1117 Riggs ave.	Machinist.
Martin J. Hesmer.	46	Ass't Eng'n ..	2 yrs. 5 mo	814 W. Mulberry st..	Machinist.
William J. Stewart.	42	Driver.	17 years ..	424 N. Arlington ave	Tinner.
Greenbury Chapman.	60	Pipeman.	21 " ..	756 W. Franklin st..	Shoemaker.
Frederick Johnston.	49	" ..	17 " ..	1132 W. Saratoga st.	Carpenter.
<i>Members at Call.</i>					
Charles Airey.	41	Fireman.	8 years ...	319 N. Schroeder st..	Cigarmaker.
Jacob F. Rupp.	35	" ..	4½ " ..	118 S. Gilmor st.	Plasterer.
James McGlennan.	31	" ..	3½ " ..	895 W. Lombard st..	Moulder.
John Krauss.	32	" ..	3 " ..	1321 N. Carey street.	Tinner.
John J. Murphy.	38	" ..	1½ " ..	11 W. Franklin street	Moulder,

ENGINE COMPANY NO. 9.

Located on Madison street, east of Broadway.

Names.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>				
David H. Macaulay....	66 Captain....	32 years ..	1211 N. Eden street..	Painter.
Daniel R. Rogers.....	46 Engineman.	21 " ..	1706 E. Madison st..	Machinist.
William H. Stanton...	44 Ass't Eng'n	15 " ..	5 N. Broadway st....	Machinist.
William B. Baker.....	35 Driver.....	12 " ..	727 N. Washington st.	Laborer.
James McDevitt.....	50 Pipeman...	21 " ..	1705 E. Madison st...	Harnessmaker.
William H. Cuddy....	35 " ..	4½ " ..	1629 E. Madison st...	Driver.
<i>Members at Call.</i>				
Solomon Uhlfelder.....	49 Fireman....	21 years ..	1914 E. Madison st...	<i>Occupation.</i> Huckster.
John H. Cruse.....	60 " ..	13 " ..	809 Ensor street....	Cigarmaker.
Charles C. Neilson.....	39 " ..	14 " ..	1813 E. Madison st...	Bricklayer.
Henry S. Abell.....	36 " ..	2 " ..	516 Aisquith street...	Rigger.
John E. Wallace.....	28 " ..	18 months.	1718 E. Madison st...	Painter.

ENGINE COMPANY NO. 10.

Located on Columbia avenue, near Poppleton street.

Names.	Rank	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
Herman F. Bichy.....	34	Captain....	2 yrs. 9 mo	626 W. Saratoga st..	Clerk.
John W. Walsh.....	43	Engineman.	17 years ..	1115 W. Balto. street	Machinist.
James Nugent.....	36	Ass't Eng'n	9 " ..	417 S. Poppleton st..	Machinist.
Hunter S. Shettle.....	40	Hostler	7 months..	525 S. Paca street...	Hostler.
Justice G. Keilholtz...	47	Pipeman...	19 years ..	896 W. Lombard st..	Mantle Setter.
Henry Stage.....	27	" ..	18 months.	1117 Bowen street...	Moulder.
<i>Members at Call.</i>					
Henry Zachman.....	39	Fireman....	4 yrs. 6 mo	740 W. Hamburg st..	Cigarmaker.
John Eigenbrodt.....	31	" ..	2 years ...	819 Columbia ave....	Wood Carver.
Samuel W. Marker....	42	" ..	12 " ..	204 N. Arlington ave.	Carpenter.
Henry Ludwig.....	42	" ..	1 " ..	865 Ramsay street...	Boxmaker.
John F. Pons.....	34	" ..	1 month ..	1128 W. Saratoga st.	Carpenter.

ENGINE COMPANY NO. 11.

Located on Eastern avenue, corner of Patterson Park avenue.

FIRE DEPARTMENT.

925

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
Michael A. Lind.....	31	Captain.....	6 years ...	505 S. Pats'n Pk. av.	Coach Painter.
John Calder.....	46	Engineman.	22 " ...	422 S. Pats'n Pk. av.	Machinist.
John Lindemann.....	45	Ass't Eng'n	4 " ...	2036 Bank street....	Machinist.
James A. Ruley.....	29	Driver.....	10 days...	2339 Eastern avenue.	Driver.
Joshua N. Miller.....	36	Pipeman...	7 years....	1806 Gough street....	Cigarmaker.
Benjamin V. Beyer....	28	" ...	3 " ...	503 S. Pats'n Pk ave.	Laborer.
<i>Members at Call.</i>					
Albert N. Gier.....	38	Fireman....	14 years ..	126 S. Chapel street.	Painter.
Wilton B. Clarke.....	31	" ...	6 " ..	21 S. Bond street....	Feed Dealer.
George Shipley.....	35	" ...	3 " ..	515 S. Pats'n Pk. av.	Gilder.
Charles E. Dewitt.....	42	" ...	8 " ..	2010 Gough street....	Carpenter.
John W. Barton.....	28	" ...	7 months..	239 S. Castle street..	Moulder.

ENGINE COMPANY NO. 12.

Located on the southeast corner of Riverside and Fort avenues.

Names.	Age	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
James Humes.....	49	Captain....	24 years ..	137 W. Lee street....	Glass Cutter.
Michael Lycett.....	46	Engineman.	20 " ..	1417 Battery ave.....	Machinist.
Thomas S. Atkinson....	43	Ass't Eng'n	12 " ..	1423 Henry street....	Machinist.
Joseph W. Moon.....	42	Hostler	14 " ..	416 E. Fort ave.....	Hostler.
Edward C. Klessel.....	40	Pipeman...	11 " ..	1442 Riverside ave....	Gilder.
Thomas Voyce.....	32	" ..	3 yrs. 9 mo	1504 Riverside ave....	Boilermaker.
<i>Call Firemen.</i>					
James Catterton.....	45	Fireman ...	6 years ...	1460 William street..	Painter.
William Kirwan.....	36	" ..	3 " ..	10 W. Fort ave.....	Tinner.
Peter McGonigle.....	32	" ..	3 " ..	1271 Riverside ave....	Cotton Inspector.
Gerhart Tabeling.....	29	" ..	7 months..	1136 S. Charles st....	Harnessmaker.
Casper Kraft.....	32	" ..	7 days....	1103 Riverside ave....	Shoemaker.

ENGINE COMPANY NO. 13.

Located at the intersection of Fremont and Myrtle avenues.

FIRE DEPARTMENT.

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Names.	Age	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
John Hoffman.....	45	Captain.....	16 years ..	628 Pitcher street....	Canmaker.
John H. Deal.....	50	Engineman.	20 " ..	1519 Myrtle ave.	Machinist.
Edward Riley.....	35	Ass't Eng'n	4 months..	1804 Division street..	Machinist.
Thomas H. Wright....	38	Driver.....	8 years ...	1608 Mulberry street.	Driver.
Lawrence Pistel.....	42	Pipeman...	18 " ...	1544 Argyle ave.....	Cigarmaker.
Wm. R. La Shorne....	46	" ..	19 " ...	1343 N. Carey street.	Upholsterer.
<i>Members at Call.</i>					
Philip Bowen.....	41	Fireman....	15 years ..	1112 Pennsylvania av.	Cigarmaker.
Wilbur Pearce.....	35	"	9 " ..	1118 Stockton street.	Moulder.
James Keyser.....	49	"	9 " ..	637 Pitcher street...	China Packer.
George Kennard.....	25	"	1 yr. 4 mo.	1008 Mosher street...	Clerk.
Warren P. Stafford....	26	"	11 days...	2134 Division street..	Cigarmaker.

ENGINE COMPANY NO. 14.

Located on Hollins street, west of Monroe street.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
William H. Dunn.	42	Captain.	17 years ..	1839 W. Baltimore st.	Hostler.
Samuel W. Stansbury ..	42	Engineman	18 " ..	1925 W. Baltimore st.	Machinist.
Frank R. Nehren.	28	Ass't Eng'n	1 yr. 8 mo.	1827 Frederick ave. . .	Machinist.
J. Oscar Healey.	57	Hostler.	32 years ..	1710 W. Fayette st. .	Carpenter.
C. Allan Orem.	41	Pipeman.	10 " ..	1717 W. Lexington st.	Painter.
Philip L. Brady.	29	" ..	6 " ..	1825 Frederick ave. .	Ironworker.
<i>Members at Call.</i>					
George A. Wright.	36	Fireman.	3 years ..	1913 W. Lombard st.	Painter.
Charles H. Baker.	40	" ..	13 " ..	1928 Hollins street. . .	Scalemaker.
George E. Hibble.	41	" ..	2 " ..	310 S. Bruce street. . .	Painter.
Lenard Jessop.	37	" ..	2 " ..	1812 Wilhelm street.	Plasterer.
Hugh P. Fox.	34	" ..	2 " ..	1907 Frederick ave. . .	Laborer.

ENGINE COMPANY NO. 15.
Lombard street, between Howard and Eutaw streets.

Names.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>				
Frank K. Conway.	41 Captain.	20 years ..	647 W. German st. . .	Machinist.
John Todd.	28 Lieutenant. 2	" "	38 S. Green street. . .	Laborer.
John Conway.	37 Engineman. 10	" "	1630 McHenry street.	Machinist.
William F. Awalt.	32 Ass't Eng'n 3	" "	312 N. Poppleton st.	Machinist.
Mark Hill.	40 Hostler.	3	516 W. Fayette st. . .	Tinner.
John B. Bortell.	27 Pipeman. . .	4	1116 E. Pratt street. .	Ship Rigger.
James T. Dunn.	31 " "	3	8 Penn street.	Iron Moulder.
Edward F. Kelly.	34 " "	3	38 S. Eutaw street. . .	Street Paver.
Edward Tauber.	26 " "	2	608 S. Green street. . .	Driver.
James Scott.	38 " "	7	808 Columbia ave. . .	Trunkmaker.
Frank B. Hart.	38 " "	7	538 Dolphin street. . .	Hostler.
George H. Rush.	25 " "	6 months. .	760 W. German st. . .	Confectioner.
George W. Dellman. . .	25 " "	5	611 Warner street. . .	Cigarmaker.
Frederick W. Beckman. 30	" "	1 year	1144 Carroll street. . .	Cornicemaker.
Charles L. Schulte.	" "	3 months. .	1335 N. Fremont ave.	Butcher.
Cornelius P. Kuhan. . .	" "	2 weeks. . .	216 S. Calhoun st. . .	Machinist.
Louis Harrer.	" "	2	227 S. Caroline st. . .	Dockmaker.
John Sally.	" "	1 year	240 N. Howard st. . .	Liv'y Stable Kpr.

ENGINE COMPANY NO. 16—FIRE BOAT "CATARACT."

Located at Commercial Wharf.

Names.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>				
Richard A. Lindsay...	49 Captain....	21 years..	228 S. Collington ave.	Paperhanger.
John Prenger.....	40 Lieutenant.	2 yrs. 8 mo	1411 Hull street....	Machinist.
John H. Brown.....	45 1st Pilot...	1 yr. 6 mo.	1716 Fairmount ave..	Steamboat Pilot.
William C. Stallings..	44 2d Pilot....	1 yr. 1 mo.	712 S. Burke street..	Steamboat Pilot.
Thomas H. Meushaw...	36 1st Engin'r.	8 years...	6 N. Ann street.....	Machinist.
Herbert W. Pearce....	26 2d Engin'r..	1 yr. 6 mo.	241 S. Bond street...	Machinist.
John H. Stutt.....	49 3d Engin'r..	1 yr. 6 mo.	2212 Gough street....	Machinist.
George W. Smith.....	35 Pipeman...	2 yrs. 8 mo	1818 E. Lombard st..	Plumber.
George H. Little.....	50 " "	8 years...	261 S. Ann street. ..	Painter.
James H. Hoey.....	45 Stoker.....	1 yr. 6 mo.	218 S. Castle street..	Stoker.
James Hayden.....	44 " "....	1 yr. 6 mo.	35 W. West street...	Clerk.
George Horley.....	36 " "....	1 yr. 2 mo.	1427 Block street....	Stoker.

HOOK AND LADDER COMPANY NO. 1.

Located on Harrison street, near Fayette street.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
J. Albert Cassedy.....	31	Captain.....	9 years	1025 N. Broadway...	Advertising Agt.
August Emrick.....	30	Lieutenant	9 "	113 N. Exeter st.....	Coal Dealer.
Thomas B. Strahan....	48	Tillerman..	12 "	1209 Jackson street..	Currier.
George W. Cassedy....	34	As't Tiller'n	5 "	177 N. Front street..	Paperhanger.
John T. Mulligan.....	32	Driver.....	9 "	1238 E. Lexington st.	Driver.
Cooper Elliott.....	40	Ladderman	5 "	39 N. Eden street....	Driver.
Martin Kirby.....	47	"	11 "	1133 E. Lombard st..	Trunkmaker.
Z. Taylor Seebreeze....	44	"	2½ "	142 Aisquith street..	Driver.
Thomas Kerr.....	29	"	3½ "	428 N. Calvert street.	Clerk.
Robert B. Edwards....	30	"	2 "	30 Albemarle street..	Stereotypier.
Geo. F. Thompson, Jr..	40	"	8 months.	30 Albemarle street..	Straw Hat Maker.

HOOK AND LADDER COMPANY NO. 2.

Located on Paca street, near Fayette street.

Names.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>				
Thomas Montgomery...	51 Captain....	22 years ..	119 N. Paca street...	Driver.
Robert M. Brown.....	29 Lieutenant.	4½ " ..	18 N. Green street...	Stove Moulder.
John W. Blake.....	56 Tillerman..	22 " ..	240 N. Howard street.	Engineer.
John W. Kelly.....	31 As't Tiller'n	6 " ..	1107 Pennsylvania av.	Driver.
Joseph Lavender.....	45 Hostler	20 " ..	245 N. Pearl street..	Carpenter.
John F. Schafer.....	55 Ladderman	14½ " ..	13 N. Fremont st....	China Packer.
William A. Meushaw..	" ..	6 " ..	622 W. Saratoga st..	Mariner.
Alonzo Travers.....	" ..	8 months..	1602 W. Franklin st	Steamboat Pilot.
William H. Stapf.....	" ..	5 " ..	126 Pearl street.....	Driver.
Samuel C. Eichelberger.	" ..	2 yrs. 8 mo	728 W. Franklin st..	Painter.
Henry F. Eckels.....	" ..	27 days...	240 N. Howard st....	Driver.

HOOK AND LADDER COMPANY No. 3.

Located on South Ann street, near Gough.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
George W. Foxwell....	46	Captain....	22 years..	1911 Bank street....	Shipwright.
Peter Nelson.....	34	Lieutenant..	3 " "	14 S. Ann street....	Seaman.
John N. Downs.....	44	Tillerman..	22 " "	2121 Orleans street...	Painter.
John Koos.....	30	Ass't Til'n..	5 " "	517 S. Patter'n Pk. av	Cannaker.
John Croucher.....	32	Hostler....	5 " "	1905 Bank street....	Hostler.
John McClellan.....	59	Ladderman	22 " "	1705 Fairmount ave..	Sailmaker.
Joseph Kelly.....	49	" "	10 " "	904 Fawn street....	Hostler.
James F. Reilly.....	40	" "	13 " "	1626 E. Lombard st..	Painter.
Charles W. Johnson...	27	" "	9 months..	21 S. Bond street....	Hostler.
Robert Perry.....	23	" "	6 " "	1810 Gough street...	Iron Moulder.
George B. King.....	22	" "	9 " "	312 N. Eden street..	Tinner.
Frederick Grauling....	28	" "	4 days....	1933 Canton avenue..	Laborer.

HOOK AND LADDER COMPANY No. 4.

Located on Biddle street, near Druid Hill avenue.

Name.	Rank.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
William White.....	47	Captain....	24 years ..	819 George street....	Carpenter.
John H. Morgan.....	42	Lieutenant.	20 " ..	226 Pearl street.. ..	Paperhanger.
Fredrick Branan.....	43	Tillerman..	13 " ..	110 Pearl street.....	Harnessmaker.
Louis Shipley.....	32	Ass't Til'n..	1 yr. 9 mo.	1407 Penna. avenue..	Shoemaker.
James B. Kelley.....	34	Driver.....	6 years ..	543 Lafayette avenue.	Driver.
John G. Gill	62	Ladderman.	32 " ..	631 W. Fayette st....	Painter.
George W. Allen.....	48	" ..	9 " ..	1017 Penna. avenue..	Painter.
John Kurne	32	" ..	5 " ..	415 W. Hoffman st..	Shoemaker.
George E. Gill.....	34	" ..	2 " ..	1227 Penna. avenue..	Painter.
Malcolm Jordan.....	23	" ..	5 months..	1056 Penna. avenue..	Driver.
Jacob A. Wisong.....	34	" ..	2 yrs. 9 mo.	922 Argyle avenue....	Painter.
John F. Kelly.....	27	" ..	9 months..	640 George street....	Machinist.

HOOK AND LADDER COMPANY NO. 5.

Located on Aisquith street, near Oliver.

FIRE DEPARTMENT.

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Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
Thomas J. Strahler....	33	Captain....	13 years..	1320 Ensor street....	Tinner.
George W. Haskell....	47	Lieutenant.	16 "	1318 Holland ave....	Carpenter.
William Quinn.....	42	Tillerman..	6 "	1303 N. Eden street..	Driver.
William J. Johns.....	39	As't Tiller'n	5 "	1514 Harford ave....	Bricklayer.
Howard E. Curry.....	43	Driver.....	1 "	423 N. Exeter street..	Driver.
William Wiley.....	50	Ladderman	5 "	1318 Harford ave....	Cigarmaker.
William F. Beall.....	32	"	6 "	1407 Holbrook street.	Cannaker.
John M. Frederick....	30	"	5 "	1517 Harford ave....	Shoemaker.
John Sullivan.....	29	"	2 "	1410 N. Central ave..	Painter.
Peter B. Mullen.....	33	"	2 "	1313 Hillen street....	Painter.
John L. Emerson.....	24	"	1 "	1419 E. Preston st...	Painter.
Harry F. Bodge.....	34	"	6 months.	1216 Holland ave....	Hardwood Fin'hr

HOOK AND LADDER COMPANY NO. 6.

Located on Hanover street, corner Ostend street.

Names.	Age.	Position	Time of Service.	Residence.	Former Occupation.
<i>Permanent Employees.</i>					
William A. Larkins....	29	Captain....	7 years..	1311 Hanover street..	Carpenter.
Thomas D. O'Keefe....	27	Lieutenant.	4 "	1343 S. Charles street	Driver.
James Gill.....	47	Tillerman..	11 "	8 E. West street....	Moulder.
Antone Kemp.....	43	As't Tiller'n	4 "	1412 Hanover street..	Driver.
George D. Taylor.....	59	Driver.....	23 "	1502 Hanover street.	Driver.
Alfred Squires.....	50	Ladderman	20 "	1732 Hanover street..	Carpenter.
Frederick G. Beck.....	37	"	3 "	1109 S. Sharp street..	Photographer.
Daniel Vogelgesang....	35	"	3 "	408 Falsom street....	Canmaker.
William Lalotte.....	26	"	1 yr. 8 mo	1309 Hanover street.	Canmaker.
Thomas H. Kelly.....	27	"	1 "	1311 Hanover street.	Pipemaker.
Louis Matthaei.....	28	"	1 "	1336 Hanover street.	Cooper.
John Connor.....	26	"	7 "	1123 Hanover street.	Driver.

Name.	Age	Position.	Time of Service.	Residence.	Former Occupation.
William M. Dunn.....	36	Ass't Eng'n	15 years..	338 E. Twenty-fifth st	Plumber.

CHEMICAL ENGINE COMPANY No. 1.

Brunswick street, near Frederick road.

Names.	Age	Position.	Time of Service.	Residence.	Former Occupation.
Edward W. Steinacker .	32	Captain....	4 years...	5 Brunswick street.	Lumber Marker.
Antone Yienger.....	28	Pipeman...	3 years...	110 Millington ave...	Candymaker.
Michael J. Farley.....	29	Hostler....	3 years...	7 Brunswick street.	Driver.

CHEMICAL ENGINE COMPANY NO. 2.

Mary street, near Retreat street.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
James H. Merrick.....	52	Captain....	4 years...	2546 Mary street....	Car Driver.
James R. White.....	32	Pipeman....	4 " ...	2509 Mary Street....	Car Driver.
James K. Merriken....	31	Hostler....	4 " ...	2623 Frances street..	Driver

CHEMICAL ENGINE COMPANY NO. 3.

Twenty first street, between Maryland avenue and Oak street.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
Ralph S. Ferguson.....	36	Captain.....	4 years...	50 E. Twenty-sixth st.	Car Driver.
John W. Potts.....	35	Pipeman...	4 " ... 3	Cottage avenue....	Engineer.
James A. Clark.....	28	Hostler	16 months.	2231 Jefferson place..	Car Driver.

CHEMICAL ENGINE COMPANY NO. 4.

Waverly.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
William H. Taylor . . .	51	Captain . . .	4 years . . .	410 Waverly avenue . .	Conveyancer.
Andrew J. McCormick . .	33	Pipeman . . .	3 " . . .	719 Jefferson street . .	Car Driver.
James Hart	37	" . . .	3 " . . .	122 Old York road . . .	Carpenter.
Owen McGreevey	34	Hostler . . .	4 " . . .	409 Calvin avenue . . .	Driver.

CHEMICAL ENGINE COMPANY NO. 5.

Homestead.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
Levin H. Burkhardt . . .	25	Captain . . .	2 years . . .	104 Jefferson street . .	Carpenter.
Samuel R. Watkins . . .	38	Pipeman . . .	2 " . . .	8 Montebello avenue . .	Sailmaker.
Robert P. McFarland . .	26	Hostler . . .	4 " . . .	8 Montebello avenue . .	Car Driver.

CHEMICAL ENGINE COMPANY NO. 6.

Belair Avenue.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
Frank Maher.....	37	Captain.....	4 years...	41 Belair avenue.....	Laborer.
Elias G. Kipp.....	39	Pipeman...	3 " ...	43 Belair avenue.....	Carpenter.
Zachariah H. Foote....	28	Hostler	10 months.	39 Belair avenue.....	Moulder.

CHEMICAL ENGINE COMPANY NO. 7.

Roland and Third avenues, Hampden.

Names.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
James J. Reynolds....	34	Captain.....	3 years ...	431 Roland avenue... ..	Car Driver.
John L. Thomas.....	24	Pipeman...	6 months..	295 Chestnut avenue.	Blacksmith.
James L. Clarken.....	34	Hostler	4 years ...	226 Hickory avenue..	Blacksmith.

No. 7 TRUCK.

Waverly.

Name.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
John F. Mackenzie	45	Hostler	3 years...	1256 Barclay street..	Car Driver.

No. 8 TRUCK.

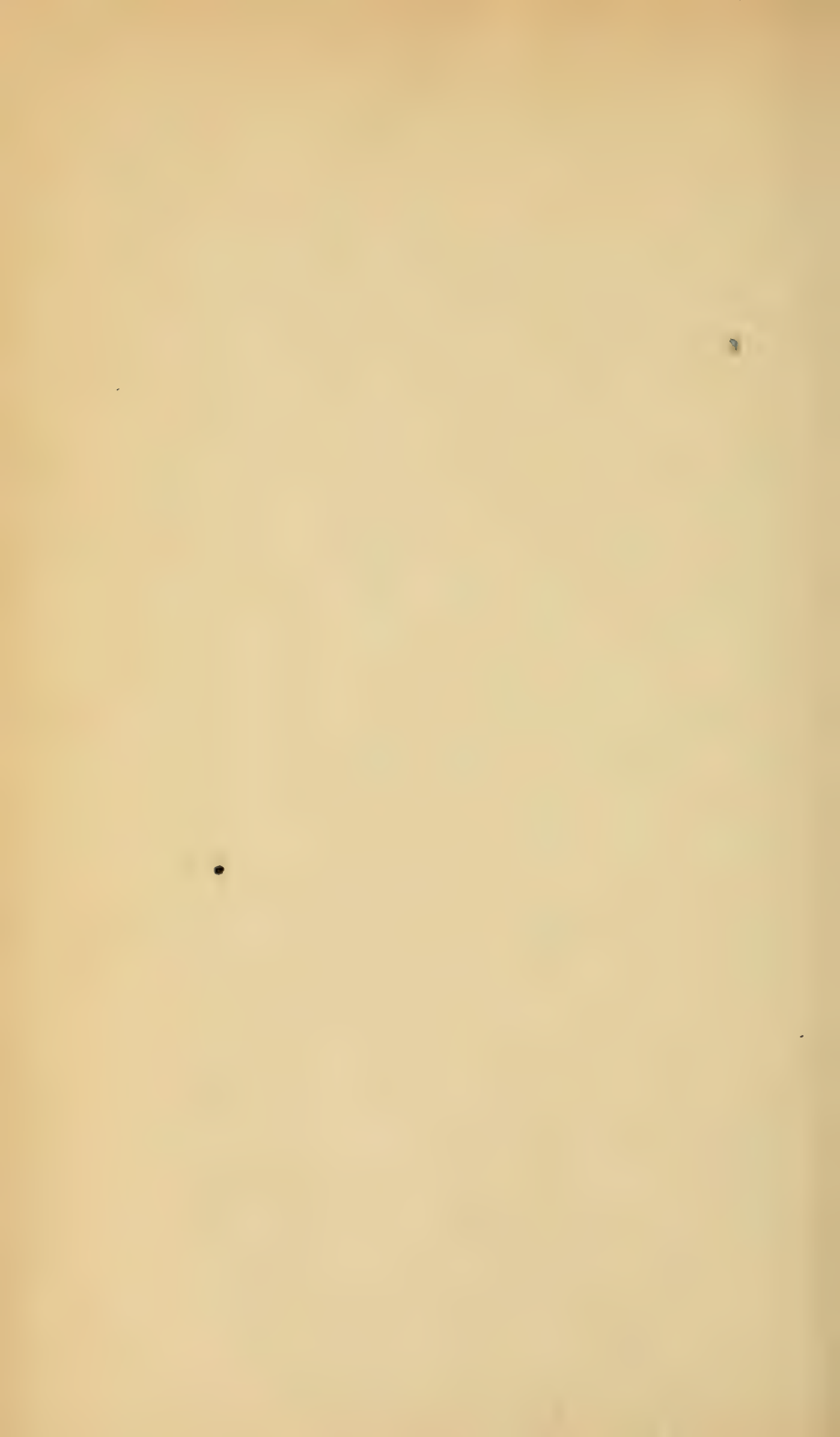
Brunswick street, near Frederick road.

Name.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
John L. Durham	30	Hostler	4 years...	139 Millington ave...	Plumber.

No. 9 TRUCK.

Roland and Third avenues, Hampden.

Name.	Age.	Position.	Time of Service.	Residence.	Former Occupation.
George U. McFadden..	24	Hostler....	7 months..	3039 Cedar avenue...	Carpenter.



FIRE RECORD.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	BOX.	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	H. & L. Co's.	STYLE OF BUILDING.	REMARKS.
January.									
Friday	1 353.	12.55 . . .	Boundary & Mt. Royal avenues.	North Balto. Pass'r Railway Co.	Tool house . . .	13 3 Chemical.	4 . .	One-story frame.	Loss \$225; recall 1.37 a. m.; unknown.
Friday	1 417 . . .	11.33 . . .	622 Dover street	Philip Sternberg . . .	Cigar store and dwelling.	15		Three-story brick.	Loss \$5; recall 11.48 p. m.; lighted lamp fall- ing on cellar steps.
Saturday	2 345 . . .	7.34 . . .	3 E. First st., "annex."	Various parties. . . .	Public hall.			Three-story brick.	Loss none; recall 7.46 a. m.; smoke coming from windows.
Saturday	2 631 . . .	11.30 . . .	Rear of 1401 Patapsco street.						Loss none; recall 11.33 a. m.; Christmas trees on lot set on fire by boys.
Saturday	2 163 . . .	6.30 . . .	17 N. Ann street	Edward Barnes. . . .	Dwelling.		3 . .	Three-story brick.	Loss \$111; recall 6.46 p. m.; Christmas tree taking fire from can- dles.
Saturday	2 482 . . .	11.23 . . .	2028 Wilkens street. . .	Thomas Moore. . . .	Dwelling	1 Chemical.		Two-story brick.	Loss \$35; recall 11.44 p. m.; defective flue.
Sunday	3 23 . . .	9.00 . . .	Rear of 503 N. Eden st.	Jane Sweeting. . . .	Storehouse for empty barrels.		5 . .	Two-story brick.	Loss \$61.67; recall 9.29 a. m.; sparks from chim- ney.
Monday	4 26 . . .	11.36 . . .	1225 Smith alley	Eliza Brown.	Dwelling	6, 9	5 . .	Two-story brick.	Loss \$69.50; recall 11.57 a. m.; overheated stove
Monday	4 273 . . .	8.29 . . .	Rear of 1540 Belair ave.	August Zorn.	Cooper shop. . . .	9	5 . .	One-story frame.	Loss \$50.12; recall 9.13 p. m.; unknown.
Tuesday	5 403 . . .	6.29 . . .	Calverton road, near Edmondson avenue.	Unoccupied.		14 2 Chemical.		Two-story and at- tic frame.	Loss \$10; recall 7.28 p. m.; fire built on floor by boys.
Tuesday	5 259 . . .	7.50 . . .	1127 Valley	Charles White. . . .	Dwelling.		5 . .	Three-story brick.	Loss \$25; recall 7.59 p. m.; explosion of coal oil lamp.
Wednesday	6 352 . . .	3.28 . . .	1406 Eutaw place. . . .	John E. Hurst. . . .	Dwelling		4 . .	Four-story brick.	Loss \$10; recall 3.47 p. m.; unknown.
Wednesday	6 13 . . .	8.17 . . .	218 East Falls avenue .	L. J. Warren	Storehouse for lime & plaster.	3, 6	1, 3 .	Two-story brick.	Loss \$246; recall 9.53 p. m.; slaking of lime.
Wednesday	6 423 . . .	10.28 . . .	620 W. Fayette street .	J. S. Miller	Carpenter shop. . .	1 8 Chemical.	2 . .	One-story frame.	Loss \$492; recall 11.28 p. m.; unknown.

Saturday	9	418	9.54	228 W. Lexington st.	Unoccupied.	.....	8 Chemical.	2	Four-story brick.	Loss \$75; recall 10.30 a. m.; carpenters building fire on hearth.	
Sunday	10	291	9.06	325 Huntingdon avenue "annex."	L. F. Johnson	.....	3 Chemical.	.....	Three-story brick.	Loss \$53.50; recall 9.26 a. m.; mice nibbling matches.	
Sunday	10	124	9.53	209, 211, 213, 215 South st.	J. C. Grafflin & Co.	.....	4, 15, 8 Chemical.	1, 3	Four-story brick.	Loss \$3,823.83; recall 12.03 $\frac{1}{2}$ p. m.; spontaneous combustion.	
Sunday	10	463	.....	151 Wilkens avenue, near Gilmor street.	Wilkins ave. M. E. Church, South.	.....	14	2	One-story brick.	Loss \$250; recall 2.47 p. m.; overheated furnace.	
Monday	11	31	2.28	346 Chester Court	Kate King	.....	Boarding house	1	Two-story brick.	Loss \$29.85; recall 2.45 a. m.; defective flue.	
Monday	11	242	.....	6.34 In front of 817 Forrest street.	.....	.....	.....	.....	.....	Loss none; recall 6.41 p. m.; explosion of gas meter on street lamp.	
Tuesday	12	436	10.14	419 W. Lombard street.	Barbara Bernhard.		Boarding house	8 Chemical.	2	Four-story brick.	Loss \$449.58; recall 10. $\frac{5}{8}$ a. m.; mice nibbling matches.
Tuesday	12	243	11.10	930 E. Monument street	Charles Seibing	.....	Dwelling	5	Three-story brick.	Loss \$124.79; recall 11.57 a. m.; defective flue.	
Wednesday	13	328	10.00	1412 Bouldin alley	Ellen Hall & others.	.....	7, 8, 13	4	Two-story brick.	Loss \$184.15; recall 10.57 a. m.; sparks from stove.	
Wednesday	13	235	.....	4.27, 612 N. Patterson Pk. av.	Andrew Loughirt	.....	Dwelling	9	Two-story brick.	Loss \$121.15; recall 4.55 p. m.; defective flue.	
Thursday	14	437	1.28	624-34 W. Pratt street	Bagby & Rivers	.....	Furniture factory	10, 15	Five-story brick.	Loss \$91.40; recall 2.08 a. m.; incendiary.	
Thursday	14	27	.....	11.51 Broadway, Wolfe, Jefferson and Monument streets.	Johns Hopkins Hospital	.....	8 Chemical.	5	Five-story brick.	Loss \$550; recall 1.56 a. m.; spontaneous combustion.	
Saturday	16	414	12.23	S. W. cor. Howard and Baltimore streets.	Maurice I. Lobe Con'l Printing Co Frank & Pray J. F. Hancock		Stationery store Printing estab't Shoe factory Manufacturing pharmacy.	1, 2, 7, 15, 8 Chemical.	1, 2	Five-story brick.	Loss \$400; recall 1.58 a. m.; unknown.
Saturday	16	412		4.10 2 E. Baltimore street.	Geo. P. Thomas, Jr. R. G. Dunn & Co.		Rubber goods store Mercantile agency Shoe store and dwelling.	4, 15, 8 Chemical. 6, 7, 8, 13, 3, 4 Chem.	1, 2 4, 5	Four-story brick and iron. Three-story brick.	Loss \$9,018.35; recall 3.21 p. m.; unknown. Loss \$3,102.73; recall 3.24 a. m. 19th; supposed incendiary.
Monday	18	345		11.21 3 and 5 W. First street.	J. F. Frazier		Shoe store and dwelling.				
Tuesday	19	234		6.39 1753 Orleans street	Elis Smith, Berwyn Hall, Julius Sachs		Carpenter shop. Public hall. Stable		3	Two-story brick.	Loss \$79.75; recall 6.54 p. m.; unknown.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	H. & L. CO.	STYLE OF BUILDING.	REMARKS.
Wednesday 20	62	7.46 . . .	39 and 41 Weyler street.	Eliza Snellenburg .	Dry goods and notion store .	 6 . . .	 6 . . .	Four-story brick.	Loss \$297.80; recall 8.04 a. m.; sparks from electric light.
Wednesday 20	143		1155 1415 E. Pratt street. . .	Mosie Taffy	Grocery store & 3, tenement h's.	5 3 . . .	 3 . . .	Three-story brick.	Loss \$819.25; recall 12.44 a. m.; dropping of lighted match, 4.29 a. m.; recall 4.29 a. m.; unknown.
Thursday 21	233	3.54 . . .	Monument street, ext. "county,"	Md. Steam Brick Co.	Brickyard	 8 Chemical.	 2 . . .	Two-story brick.	Loss \$1647.93; recall 6.55 a. m.; explosion of coal oil lamp.
Thursday 21	416	6.14 . . .	607 W. Baltimore street.	E. J. Goldsmith . . .	Tailor shop and 8 dwelling.	 2 2 . . .	 2 . . .	Three-story brick.	Loss \$13.63; recall 1.44 p. m.; boys smoking.
Thursday 21	424		130 740 Vine street	J. S. Geisendauffer . .	Stable.	 8 Chemical.	 2 . . .	Two-story brick.	Loss \$481.22; recall 7.08 p. m.; spontaneous combustion.
Thursday 21	523		609 421 W. Conway street .	Henrietta Street . . .	Dwelling	 1 1 . . .	 1 . . .	Four-story brick.	Loss \$1,044.55; recall 10.20 p. m.; burning chim- ney.
Thursday 21	128		946 701 and 703 E. Lombard street.	L. H. Neudecker . . .	Cigar factory . . .	3, 6 3 . . .	 3 . . .	Two-story brick.	Loss \$155; recall 12.05 p. m.; unknown.
Friday 22	235	11.34 . . .	624 N. Chester street . . .	Samuel Schuler . . .	Eating saloon & 9 dwelling.	 5 5 . . .	 5 . . .	Three-story brick.	Loss \$58; recall 3.34 p. m.; children playing with matches.
Saturday 23	259		309 912 E. Biddle street. . .	Mary E. Joyner.	Dwelling	 10 10 . . .	 6 . . .	Two-story brick.	Loss \$40; recall 3.09 a. m.; defective flue.
Sunday 24	535	2.35 . . .	1341 Carroll street	John H. Simms.	Dwelling	 13 13 . . .	 4 . . .	Three-story brick.	Loss \$185; recall 1.45 p. m.; defective flue.
Sunday 24	372		142 1435 Patterson avenue.	Briel & Clark.	Dry goods and 13, millinery st'c.	 3 Chemical.	 3 . . .	Three-story brick.	Loss none; recall 7.11 p. m.; curtain taking fire from gas jet.
Sunday 24	349		659 213 E. Huntingdon ave., "annex."	W. T. Pendleton . . .	Dwelling	 2 2 . . .	 2 . . .	Three-story brick.	Loss \$235; recall 12.37 a. m.; rats nibbling matches.
Monday 25	425	12.05 . . .	901 W. Baltimore street.	Joseph Johnson . . .	Grocery store & society rooms.	 8 8 . . .	 2 . . .	Three-story brick.	Loss \$195; recall 10.02 a. m.; defective chim- ney.
Monday 25	46	9.29 . . .	1507 W. Baltimore street.	F. C. Foss.	Candy factory . . .	 4		Three-story brick.	

Monday	25	259	4.35	915 E. Biddle street.	John E. Finch . . .	Dwelling	3, 9	5 . . .	Three-story brick.	Loss \$496.03; recall 5.37 p. m.; sparks from stove.
Monday	25	32	11.10	217 N. Charles street.	The P. Hanson Hiss Co.	Furniture fac'y	1	2 . . .	Five-story brick.	Loss \$5; recall 12.05 a. m. 26th; unknown.
Tuesday	26	372	8.56	1423 Patterson ave.	James Owen . . .	Saloon & dw'g.	13	3 . . .	Three-story brick.	Loss \$26; recall 9.10 p. m.; defective flue.
Wednesday	27	216	3.09	1212 Jefferson street.	Henry Hill	Dwelling	6	1 . . .	Three-story brick.	Loss —; recall 4.12 a. m.; overheated stove.
Thursday	28	48	9.05	N. W. cor. Wilkens st. and Frederick ave., annex.	Charles Hartung . .	Pottery	14	2 . . .	Three-story brick.	Loss \$240; recall 10.58 p. m.; heat from furnace.
Friday	29	314	1.37	409 and 411 W. Franklin street.	Jas. McMahon & Co	Wholesale liquor store	7	2 . . .	Three-story brick.	Loss \$14; recall 2.10 a. m.; unknown.
Friday	29	292	3.20	1006 York road	John Cilsethe . . .	Barbershop and dwelling . . .	3, 4 Chem.	7 . . .	Two-story brick.	Loss \$282.45; recall 5.05 a. m.; overheated stove pipe.
Friday	29	21	11.04	218, 220 & 222 N. Gay st.	Wm. J. H. Gluck . .	Stove & tinware store.		1 . . .	Four-story brick.	Loss \$40; recall 11.25 a. m.; heat from furnace.
February, Tuesday	2	383	7.13	2116 Etting street.	Joseph W. Ray. . .	Dwelling		4 . . .	Two-story brick.	Loss \$29.64; recall 7.30 a. m.; overheated stove.
Tuesday	2	525	7.59	122 Hanover street . . .	Guest & Hedian . .	Paper store.	2, 15	2 . . .	Four-story brick.	Loss \$745.93; recall 8.39 a. m.; unknown.
Tuesday	2	516	3.56	Eutaw, near Warner st.	Md. Litho. Co. . . .	Lithograph works	8 Chemical	6 . . .	One-story frame.	Loss \$50; recall 4.26 p. m.; heat from smoke stack.
Wednesday	3	48	6.15	2220 Frederick avenue.	Anton Havemeyer,	Tenement h'se.		2, 8 . . .	Three-story brick.	Loss \$146.02; recall 6.54 a. m.; sparks dropping from stove.
Saturday	6	328	12.50	1511 McCulloh street . .	Charles A. Reynolds	Dwelling	13	4 . . .	Three-story brick.	Loss \$14.18; recall 1.40 p. m.; leaking gas tubing fire from flue.
Monday	8	163	11.16	3025 Fairmount avenue.	Nicholas Ganster. .	Dwelling		3 . . .	Three-story brick.	Loss \$30.10; recall 11.30 a. m.; children playing with fire.
Wednesday	10	13	4.03	201 Mill street.	Hugh Bolton & Co.	Storehouse for oil and tar . .	3, 4, 5, 6, 15, 8 Chemical.	1, 3 . . .	One-story brick & frame.	Loss \$1,863.33; recall 6.39 p. m.; explosion of benzine.
Wednesday	10	48	10.00	Lombard and Catharine streets, annex.	City of Baltimore. .	Public school . .	14	2 . . .	Three-story brick.	Loss \$247.51; recall 12.42 a. m. 11th; unknown.
Thursday	11	483	9.44	5 Stinson st., annex.	Philip Leydecker. .	Stable.	14	2 . . .	Two-story frame.	Loss \$403.70; recall 10.50 a. m.; unknown.
Friday	12	327	1.47	1813 Madison avenue . .	Mrs. H. S. Beacham	Dwelling	13	4 . . .	Three-story brick.	Loss \$117.40; recall 2.43 a. m.; unknown.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Hour		LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	No. of H. Co's.	STYLE OF BUILDING.	REMARKS.
	Box.	A. M. P. M.							
Friday	12 463	8.39 . . .	20 Garrison lane	Philip Leydecker . .	Stable & slaughter house .	8, 14	2 . .	One and two-story frame.	Loss \$1,268.63; recall 11.39 a. m.; unknown.
Friday	12 531	. . .	8.29 698 Columbia avenue .	Mrs. M. McNashy . .	Notion store & dwelling . .	1 Chemical . .	. . .	Three-story brick.	Loss \$79; recall 8.37 p. m.; children playing with matches.
Saturday	13 425	. . .	4.15 924 W. Baltimore street.	F. W. Head & Co. . .	Paper hanging store . .		2 . .	Three-story brick.	Loss \$40; recall 4.25 p. m.; unknown.
Monday	15 6 . . .	. . .	2.15 Cor. Calvert and Water streets.						Loss none; recall 2.24 p. m.; smoke from chimney blowing on roof.
Monday	15 541	. . .	5.24 846 S. Eutaw street. . .	Sadie Weaver	Dwelling		2 . .	Three-story brick.	Loss \$50; recall 5.32 p. m.; spontaneous combustion.
Monday	15 26 . . .	. . .	6.15 721 N. Gay street . . .	Charles Summer . .	Dry Goods store and dwelling .	6	1 . .	Three-story brick.	Loss \$289.85; recall 6.30 p. m.; gas jet igniting goods in window.
Monday	15 152 . . .	. . .	8.05 149 S. Broadway	S. Rothstein	Jewelry store and dwelling . .		. . .	Three-story brick.	Loss none; recall 8.25 p. m.; smoky chimney.
Tuesday	16 303	9.35 . . .	. . . Chestnut & First aves. M. Vernon, "annex."	Geo. P. Everhardt . .	Carriage house . .	7 Chemical . .	9 . .	One-story frame.	Loss \$10; recall 10.01 a. m.; boys making fire on floor.
Wednesday	17 347 . . .	. . .	12.39 943 N. Calvert street. .	James A. Ferguson . .	Dwelling		4 . .	Three-story brick.	Loss \$1,169.80; recall 1.22 p. m.; defective flue.
Wednesday	17 4	. . .	8.07 205 & 207 E. Fayette st.	Emerson Drug Co., American Laundry and others . .	Bromo - Seltzer factory . . .	1, 4, 6	1, 2 .	Three-story and attic brick.	Loss \$1,754.49; recall 11.28 p. m.; unknown.
Thursday	18 31 8.22 . . .	. . .	4.27 Hangrove alley. . . .	John White	Dwelling	4, 6	1 . .	Two-story brick.	Loss \$470.54; recall 9.30 a. m.; clothes taking fire from stove.
Thursday	18 241 . . .	. . .	5.21 321 N. Holliday street. .	John Coleman . . .	Machine and boiler shop . .	4, 6	1 . .	Three-story brick.	Loss \$794.13; recall 6.30 p. m.; sparks from smoke-stack.
Thursday	18 292 . . .	. . .	6.59 Fair Oak ave., "annex"	St. John's Orphan Asylum		4 Chemical . .	. . .	Hodge and fencing.	Loss \$50; recall 7.30 p. m.; unknown.
Thursday 2d alarm.	18 212 . . .	. . .	7.42 113 N. Gay street	Philip Kuchborth & Sons	Furniture factory . .	1, 2, 3, 4, 5, 6, 9, 10, 15.	1, 2, 5, 6	Four-story brick.	Loss \$20,559.46; recall 11.20 p. m.; unknown.
Thursday 3d alarm.	. . .	7.55 . . .	7.50 108 N. Frederick street.				. . .		

Thursday	18	526	7.50	112 Perry street.	Wilhelm Waldirina. Dwelling.	4	Three-story brick. Loss \$82.20; recall 8.10 p. m.; upsetting of coal oil lamp.
Friday	19	352	11.33	1519 John street	S. P. Smith	13	Three-story brick. Loss \$49.40; recall 11.52 a. m.; unknown.
Saturday	20	394	10.23	275 Chestnut avenue, Hampden, "annex."	Noah Sies.	3, 7 Chem.	One-story frame. Loss \$20; recall 11.14 a. m.; overheated stove.
Saturday	20	47	2.48	1805 Vine street.	Perry Smith.	14	Two-story brick. Loss \$45; recall 3.03 p. m.; defective flue.
Saturday	20	285	8.29	Jackson & Polk streets, "Homestead," annex.	Herman Ohle	Hay and straw b	Two-story frame. Loss \$624; recall 10.35 a. m.; 21st; unknown.
Sunday	21	171	10.20	2102 Allicama street.	Samuel Spence.	Eating saloon & 11, 4, 5 Chem. dwelling.	Three-story brick. Loss \$58.75; recall 11.02 p. m.; unknown.
Monday	22	415	10.03	405 W. Baltimore street.	The Weinberg Paints Co.	8 Chemical. 2	Four-story brick. Loss \$8,395.70; recall 11.30 a. m.; unknown.
Tuesday	23	34	3.32	16 E. Eager street	Thomas M. Smith. Dwelling.	4	Three-story brick. Loss \$20; recall 3.47 p. m.; leaking gas taking fire from light.
Tuesday	23	254	9.19	Belt street & Quaker la.	James F. Harrick. Dwelling.	6	Two-story brick. Loss \$300.20; recall 10.50 p. m.; unknown.
Wednesday	24	5	11.30	111 E. Gennan street.	J. G. Mengel & Co. Type foundry.	3, 4 Chem.	Four-story brick. Loss none; recall 11.40 a. m.; smoke from furnace.
Wednesday 2d alarm.	24	415	12.57 1.14	331 & 333 W. Baltimore street.	Cone Bros., Low-Wholesale clothing man & Burger. The Isaac Fried- wald Print. & Lith. engraving Co. Water tower Co.	1, 2, 3, 4, 7, 8, 10, 12, 14, 15 Chemical.	Six-story brick. Loss \$105,217.51; recall 7.53 p. m.; unknown. Pipeman Leon A. Talbot of No. 15 Engage Co. was suffocated to death.
Friday	26	18	10.28	Boston street, foot of Chesapeake st. Canton	H. Branstar & Bro. Oakum and tool storehouse.	11	One-story frame. Loss \$500; recall 11.18 a. m.; unknown.
Saturday	27	257	8.07	1111 E. Preston street	Dr. Gabriel H. Chabot Dwelling.	5	Three-story brick. Loss \$80.40; recall 8.19 p. m.; lace curtains falling on lighted gas jet.
Saturday	27	32	8.16	315 N. Charles street.	M. A. Chambers.	Dwelling.	Three-story brick. Loss none; recall 8.28 p. m.; burning chimney.
Sunday	28	465	1.53	2137 McHenry street	Ambrose Miller.	Bakery & dwelling. 14.	Three-story brick. Loss \$210; recall 2.12 a. m.; heat from bake oven.
Sunday	28	523	8.35	1322 Pennsylvania ave.	Mrs. C. Garrison	Notion store & 8, 13.	Three-story brick. Loss \$1,472; recall 9.26 a. m.; overheated stove.
Monday	29	13	1.49	828 E. Pratt street	Louis Friden	Shirt factory & 3 tenement here.	Three-story brick. Loss \$43.05; recall 2.39 a. m.; unknown.
March. Tuesday	1	24	6.22	811 E. Eager street.	John Katzenberger Dwelling.	6	Three-story brick. Loss \$450; recall 7.25 a. m.; defective flue.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box	Hour	LOCALITY.	OCCUPANT.	How OCCUPIED.	ENGINES IN SERVICE.	STYLE OF BUILDING.	REMARKS.
Wednesday	2 345	A. M. P. M.	11.28 North ave. near Oak st.	R. C. Co.	Genl. Manager's office.	3 Chemical.	Two-story frame.	Loss \$50; recall 12.02 a. m.; 31; coals falling from open grate.
Wednesday	2 419		11.37 318 N. Endaw street.	Leong & Wah	Japanese fancy goods store.	1 2	Three-story brick.	Loss \$125; recall 11.56 p. m.; overheated stove.
Thursday	3 363	7.44	855 W. Franklin street.	George Miller	Dwelling	8, 13 4	Three-story brick.	Loss \$51.25; recall 8.24 a. m.; defective flue.
Friday	4 163	12.49	1931 Fairmount avenue.	John A. Michael	Dwelling	5, 9, 11 5	Three-story brick.	Loss \$49.40; recall 1.59 a. m.; overheated stove.
Sunday	6 482		3.52 2023 Christian street	Isidor Sumler	Dwelling	14 8 1 Chemical.	Two-story brick.	Loss \$190.55; recall 4.16 p. m.; overheated stove-pipe.
Monday	7 493	8.49	Calverton and Franklin roads, "annex."	M. H. Marcus & Bro.	Shoddy factory.	14 8 1 Chemical.	Two-story stone.	Loss \$30; recall 10.10 a. m.; fracture of machinery.
Monday	7 383	10.30	2114 Edging street.	Joseph Collins	Dwelling	13	Three-story brick.	Loss \$43.17; recall 10.45 a. m.; children playing with matches.
Monday	7 365		1.23 916 Waters court	Chas. Banks	Dwelling	7, 8, 13 4	Three-story brick.	Loss \$50; recall 1.52 p. m.; children playing with matches.
Monday	7 74		5.32					Loss none; recall 5.37 p. m.; false alarm; no cause.
Tuesday	8 152	6.55	1537 E. Pratt street.	David Eichengreen.	Shirt factory & tenement h'c.	5 3	Four-story brick.	Loss \$923.78; recall 7.14 a. m.; overheated stove.
Tuesday	8 416	7.23	617 W. Lombard street.	Eugene Gross	Cigar store and boarding h'c.	15 2	Four-story brick.	Loss \$197.30; recall 7.56 a. m.; unknown.
Tuesday	8 417		1.53 604 Columbia avenue	George Dietz	Dwelling	10	Three-story brick.	Loss \$152.25; recall 2.14 p. m.; child with uncovered light.
Thursday	10 273		9.23 2015 Keyser street	Andrew Hoffnagle.	Dwelling	9 5	Two-story brick.	Loss \$77.90; recall 9.50 p. m.; defective flue.
Friday	11 63		2.40 132 Gittings street	Annie Peach	Grocery store & dwelling.	12 6	Three-story brick.	Loss \$42.50; recall 3.10 p. m.; overheated stove.

Friday	11 436	3.48 120 King street.	Fannie Bouldin.	Dwelling. 15.	Two-story brick.	Loss none. recall 3.59 p. m.; woman's clothes taking fire from stove Bridget Hahn burned to death.
Friday	11 364	5.25 807 Elder alley.	Emily Green.	Dwelling. 7. 4.	Two-story brick.	Loss \$213.18; recall 6.08 p. m.; overheated stove. Emily Green burned to death.
Sunday	13 142	4.39 300 S. High street.	Joseph Curran.	Confect'y store 3 and dwelling. 3.	Three-story brick.	Loss \$179.35; recall 4.54 p. m.; lighted match falling in waste paper.
Tuesday	15 28	1.35 . . . 1730 N. Collington ave.	Michael Beck.	Bakery & dwlg. 6 Chemical.	Two-story brick.	Loss \$60; recall 1.59 a. m.; defective bake oven.
Friday	18 493	2.45 . . . Edmondson ave., ext'd, "annex."	John G. Schwind.	Boiler & engine 1, 2 house. Chem. 8.	One-story frame.	Loss \$450; recall 6.17 a. m.; coals falling from furnace.
Friday	18 231	9.44 416 N. Chapel street.	Isaiah Simpson.	Dwelling. 3.	Two-story brick.	Loss \$30; recall 9.57 p. m.; unknown.
Friday	18 273	11.33 N. E. cor. Chester and Oliver streets.	G. Bauernschmidt.	Brewery. 6 Chemical.	Two-story brick.	Loss \$10; recall 11.59 p. m.; unknown.
Saturday 2d alarm. 3d alarm.	19 21	4.21 . . . N. E. corner Holliday & Saratoga streets.	Flynn & Emerich.	Machine shop. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 15 Wat'tow'r	Five-story brick.	Loss \$30,905.65; recall 11.10 a. m.; sparks from stove.
Saturday	19 353	1.44 1623 John street.	Baltimore New s- paper Union.	Printing estab't shoe factory. 13. 4.	Three-story brick.	Loss \$862; recall 3.05 p. m.; overheated stove.
Saturday	19 312	4.44 211 Clay street.	Clement & Ball.	Shoe factory. 3 Chemical.	Three-story brick.	Loss \$430; recall 5.44 p. m.; boy spilling benzine.
Saturday	19 49	7.23 2144 W. Fayette street.	Dr. H. Salzer.	Dwelling. 14.	Three-story brick.	Loss \$2; recall 7.37 p. m.; matches igniting curtains.
Sunday	20 68	9.50 . . . 2123 & 2125 Hanover st.	Wm. Ogle.	Dwelling. 12. 6.	Two-story brick.	Loss \$40; recall 10.20 a. m.; overheated stove pipe.
Monday	21 485	7.54 Wilton Farm, Wilkens' avenue ext'd., Baltimore county.	Lewis Zaiser.	Barn.	Two-story frame.	Loss —; recall 8.33 p. m.; unknown.
Tuesday	22 534	8.13 807 Ridgeley street.	Mathew Naransky.	Dwelling. 10.	Three-story brick.	Loss \$143; recall 8.25 p. m.; child upsetting coal oil lamp.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box.	Hour A. M.	Hour P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	Co. L. H.	STYLE OF BUILDING.	REMARKS.
Wednesday 23	349	3.41	...	2432 N. Charles street, "annex."	R. S. Dodson . . .	Incubating h'e.	3 Chemical.	5 . .	One-story frame.	Loss \$20; recall 4.37 a. m.; overheated furnace.
Thursday 24	254	4.22	...	S. W. cor. Lanvale st. and Greenmount ave.	A. J. Brown . . .	Notion store & dwelling.	6 3 Chemical.	5 . .	Three-story brick.	Loss \$2,407.00; recall 5.50 a. m.; overheated furnace.
Thursday 24	354	...	8.35	132 W. Hoffman street.	Winslow Davis . .	Dwelling	...	4 . .	Three-story brick.	Loss \$15; recall 8.50 p. m.; upsetting of coal oil lamp.
Friday 25	143	5.56	...	1105 E. Pratt street. .	Simon Grosse . . .	Tailor shop and tenement h'e.	3	3 . .	Three-story brick.	Loss \$3,104.08; recall 6.50 a. m.; overheated stove.
Saturday 26	352	...	7.05	1527 Bolton street . .	Robt. Bolling. . .	Dwelling.	7	...	Three-story brick.	Loss \$34.80; recall 7.18 p. m.; overheated stove.
Monday 28	422	...	2.30	...	...	...	...	...	...	Loss none; recall 2.37 p. m.; false alarm, no cause.
Tuesday 29	231	...	1.53	1400 Jefferson street . .	...	...	9	...	Three-story brick.	Loss \$33.50; recall 2.06 p. m.; sparks from chimney.
Wednesday 30	399	...	8.16	1 Division street, Wood- berry, "annex."	Wm. Brooks . . .	Blacksmith sh'p	7 Chemical.	9 . .	One-story frame.	Loss \$25; recall 8.55 p. m.; unknown.
Thursday 31	322	6.20	...	714 Madison avenue . .	J. G. Valiant . . .	Paper - hanging store.	1, 7, 13. . .	4 . .	Four-story brick.	Loss \$8,888.86; recall 8.21 a. m.; overheated furnace pipe.
Friday April.	1	9.24	...	1021 N. Central avenue.	Joseph Bruner . . .	Dwelling	...	4 . .	Two-story brick.	Loss \$60; recall 9.50 a. m.; children playing with matches.
Friday Automatic.	1	8.71	...	...	...	...	...	...	...	Loss none; recall 3.21 p. m.; false alarm, no cause.
Saturday 2	31	7.25	...	324 N. Culvert street. .	G. H. Patterson . .	Dwelling	4, 6	1 . .	Three-story brick.	Loss \$300; recall 8.55 a. m.; defective flue.
Saturday 2	349	11.35	...	205 E. Fourth street "annex."	John Moran . . .	Dwelling	3 Chemical.	...	Three-story brick.	Loss none; recall 11.59 a. m.; defective flue.
Saturday 2	399	11.40	...	30 Carroll street, Wood- berry, "annex."	George Niscl . . .	Dwelling	7 Chemical.	...	Three-story frame.	Loss \$10; recall 12.44 a. m.; overheated stove.

Sunday	3	252	1.56	...	1332	Wirt street.	Isaac E. McLain.	Dwelling.	...	...	5	...	Two-story brick.	Loss \$240; recall 2.21 a. m.; explosion of coal oil lamp.
Sunday	3	532	2.56	...	900 and 902	Russell st.	George Wilmore & Coval Brene.	Cooper shop and stable.	1, 2, 10, 15	6	...	One-story frame.	Loss \$1,155.06; recall 5.07 a. m.; unknown.	
Monday	4	291	3.42	...	Cottage avenue and Quaker la., "annex."		George Geiger.	Bakery.	3, 4, 5	Chem.	5	...	One-story frame.	Loss \$470; recall 5.12 a. m.; heat from bake oven.
Tuesday	5	521	...	1.11	11 W. Camden street.	James Jones and others.		Tenement house	2	...	2	...	Three-story brick.	Loss \$246; recall 1.22 p. m.; children playing with matches.
Friday	8	713	3.47	...	1375	Garrett avenue	James White.	Saloon & dwlg.	12	...	6	...	Three-story brick.	Loss \$1,157; recall 3.56 a. m.; incendiary.
Friday	8	157	8.09	...	1615	Lancaster street.	Thos. Brady.	Stable.	...	...	3	...	Two-story brick.	Loss \$25; recall 8.22 a. m.; sparks from chimney.
Friday	8	324	...	7.07	512	Oxford street.	...	...	...	...	4	...	Three-story brick.	Loss \$22.69; recall 7.22 p. m.; unknown.
Saturday	9	136	...	3.18	1635	Thames street.	John Ponda and others.	Tenement house	5, 9, 11	...	3	...	Four-story brick.	Loss \$57.80; recall 4.08 p. m.; overheated stove-pipe.
Sunday	10	215	8.09	...	219	Forrest street.	James Kavanaugh.	Stable.	3, 6	...	1	...	Three-story brick.	Loss \$315; recall 9.02 a. m.; unknown.
Sunday	10	218	...	1.12	4 N. High street		Charles Kraft and others.	Tenement house	3, 4, 6	...	1	...	Three-story brick.	Loss \$320.22; recall 2.17 p. m.; unknown.
Sunday	10	571	...	1.55	1519	Riggs avenue	Philip Lurk.	Saloon & dwlg.	13	...	4	...	Three-story brick.	Loss \$73; recall 2.15 p. m.; overheated stove-pipe.
Monday	11	418	...	5.11	119 and 119 1/2	N. Howard street.	Aaron Straus.	Furniture and installation house.	1	...	2	...	Four-story brick.	Loss \$10; recall 5.23 p. m.; leaking gas taking fire from jet.
Monday	11	131	...	5.21	O'Donnell's wharf, foot Long dock.		Smith & Henderson	Pile of cotton in bales.	3, 4, 6, 16	...	1, 3, 5	...	...	Loss \$2,457.48; recall 7.39 p. m.; unknown.
Tuesday	12	154	...	4.08	1412	Block street	Mary Shortell.	Dwelling.	...	...	3	...	Two-story brick.	Loss \$35; recall 4.26 p. m.; children playing with matches.
Tuesday	12	346	...	5.55	Madison street and Lincoln avenue.		Jordan Stabler.	Grocery store	7	...	4	...	Three-story brick.	Loss \$10; recall 6.03 p. m.; unknown.
Tuesday	12	372	...	10.02	1317 N. Stricker street		Wm. Davenport.	Dwelling.	...	...	13	...	Two-story brick.	Loss \$120.46; recall 10.15 p. m.; heat from stove.
Wednesday	13	713	...	9.35	1303	Hull street.	Oscar Foulcher.	Dwelling.	...	...	12	...	Two-story brick.	Loss \$410; recall 10.46 p. m.; explosion of coal oil lamp.
Thursday	14	518	...	8.05	Ranstead's wharf, foot of Ridgely street		...	Pile driving machine.	11	...	10	...	Frame.	Loss \$23; recall 9.15 p. m.; incendiary.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Hour		LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	H. Co. & P.	STYLE OF BUILDING.	REMARKS.
	A. M.	P. M.							
Thursday	14	31							
					Dwelling	 1	 1	Three-story brick.	Loss \$28; recall 9.38 p. m.; unknown.
Friday	15	474	12.12	745 N. Fulton avenue	Dr. R. H. Henry C. B. McKelvy.	13, 14. . . . 4	 4	Three-story brick.	Loss \$3,101.75; recall 2.07 a. m.; explosion of coal oil lamp.
Friday	15	391	7.58	2433 Druid Hill avenue, "annex."		2 Chemical.	 4	Two-story frame.	Loss \$48.20; recall 8.39 a. m.; cigar stump thrown in spittoon.
Friday	15	28							Loss none; recall 1.28 p. m.; false alarm.
Sunday	17	145		8, 10, 11 N. Eden street. . . .	A. Malkan	3 3	 3	Three-story brick.	Loss \$410; recall 3.35 p. m.; unknown.
Sunday	17	156		9, 35 731 S. Broadway	E. Berman's Sons. . . .	3 3	 3	Three-story brick.	Loss \$811.78; recall 10.19 p. m.; defective flue.
Monday	18	395		157 402, 404, 406, 408 and 410 Fifth ave., Woodberry, "annex."		3, 4, 7 Chem.	 9	Two-story frame.	Loss \$550; recall 7.07 p. m.; incendiary.
Monday	18	56		11.55 328 Leidenhall street	Wm. Dean	2 2	 6	One-story brick.	Loss \$535.94; recall 12.55 a. m. 19th; unknown.
Thursday	21	364		11.18 740 Pennsylvania ave. . . .	North-Western Pants Co. . . .	7 7	 4	Three-story brick.	Loss \$963.78; recall 12.20 a. m. 22d; unknown.
Saturday	23	531		7.35 671 and 673 Haw street. . . .	Geo. Rosser & Co. . . .	10 10		Three-story brick.	Loss \$10; recall 7.51 p. m.; spontaneous combustion.
Sunday	24	349	1.44	Falls road, "annex"	John Harris			One-story frame.	Loss \$439.90; recall 4.50 a. m.; incendiary.
Sunday	24	421		5.22 114 N. Pine street. . . .	John Curvey H. Goldchilder	1 1	 2	Three-story brick.	Loss \$149.46; recall 5.47 p. m.; rats nibbling matches.
Monday	25	142	1.40	1018 Stiles street	Peter Bubenheim & others. . . .	3 3		Three-story brick.	Loss \$5; recall 2.01 a.m.; burning chimney.
Monday	25	474	11.55	703 N. Bruce street. . . .	Jennie Reed	13 13		Two-story brick.	Loss \$30; recall 12.14 p. m.; explosion of gasoline stove.
Tuesday	26	418		9.23 Howard & Saratoga sts. Crook, Horner & Co	Machinist su p-1 ples depot. . . .	1 1	 2	Six-story brick.	Loss \$617; recall 9.45 p. m.; spontaneous combustion.

Wednesday	27	322	10.05	411 Little Monument st.	Wm. J. Hill.	Dwelling	7	4	Three-story brick.	Loss \$174.55; recall 10.34 a. m.; unknown.
Thursday	28	17	1.24	2411 Eastern avenue	Henry Evans, Jr.	Tinware factory	5, 9, 11	3	Two-story brick.	Loss \$140.58; recall 2.54 a. m.; dip solution taking fire from furnace.
Thursday	28	238		10 10 1420 Anthony street	M. Josesek	Dwelling	9	5	Three-story brick.	Loss \$474; recall 11.08 p. m.; incendiary.
Monday	2	431	8.25	N. E. cor. Pratt & Fremont streets	James T. Miller	Sash factory	10	2	Four-story brick.	Loss \$182.67; recall 9.08 a. m.; friction of machinery.
Tuesday	3	5	8.22	19 E. Baltimore street.	Otto Sutro	Music store	4		Three-story brick.	Loss \$125; recall 8.40 a. m.; rats nibbling matches.
Wednesday	4	524	3.55							Loss none; recall 4.04 p. m.; false alarm.
Wednesday	4	328	9.05	504 McMechin street	Matilda Webster	Dwelling	13		Three-story brick.	Loss \$42.73; recall 9.25 p. m.; man smoking pipe in bed.
Friday	6	242	7.55	724 Jew alley	John Mantz	Stable	6		Two-story brick.	Loss none; recall 8.05 a. m.; boys smoking.
Saturday	7	162	8.55	735 S. Ann street	Maggie Weighorst	Grocery store and dwelling		3	Three-story brick.	Loss \$5.00; recall 9.07 p. m.; hot ashes in a wooden box.
Saturday	7	349		11.35 Falls road and Fifth st., "annex."	Baltimore & Lehigh R. Co.	Box car loaded with hay	3, 4	Chem.		Loss \$310; recall 1.05 a. m.; sparks from locomotive.
Monday	9	425	10.14	852 W. Baltimore street.			1		Three-story brick.	Loss \$20; recall 10.29 a. m.; leaking gas take ing fire from light.
Monday	9	18	11.47	2804 Boston street	Owen Malone	Saloon and dwelling	11		Three-story brick.	Loss \$10; recall 12.03 p. m.; sparks from passing locomotive.
Tuesday	10	154	4.41½	1325 Philpot street	Penniman Co.	Mill for grinding oyster shells.	5	3	Two-story brick and frame.	Loss \$25; recall 5.19 a. m.; spontaneous combustion.
Tuesday	10	543	8.09	1234 Battery avenue	J. W. Smith	China store and dwelling.		6	Two-story brick.	Loss \$5; recall 8.17 a. m.; explosion of gasoline stove.
Tuesday	10	284	8.42	Liberty street, Oxford, "annex."	Mrs. Elizabeth Blades	Dwelling		7	Two-story frame.	Loss none; recall 9.10 a. m.; overheated stove pipe.
Tuesday	10	262		7.14 Biddle street & Broadway.	C. Hickley & Bro.	Stable	9	5	Two-story frame.	Loss \$115; recall 8.20 p. m.; unknown.
Wednesday	11	435	2.43							Loss none; recall 2.52 p. m.; lightning on wires

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box	Hour Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	STYLE OF BUILDING.	REMARKS.
Wednesday 11	62	7.19	1034 S. Charles street.	F. Blank.	China store.	6	Three-story brick.	Loss \$77; recall 7.31 p.m. dropping of coal oil lamp.
Wednesday 11	47	8.22	1847 W. Fayette street.				Three-story brick.	Loss none; recall 8.40 p. m.; sparks blowing from funnels fire-pot.
Thursday 12	373	3.06	1902 Pennsylvania ave.	Lun Gey and others	Laundry and dwelling.	4	Three-story brick.	Loss \$942.92; recall 4.35 a. m.; overheated stove.
Friday 13	293	7.58	300 Old York Road.	Joseph Base	Dwelling.	7	Two-story frame.	Loss none; recall 8.30 a. m.; burning soot falling from chimney.
Friday 13	421	9.03	713 W. Saratoga street	Gustav Herger.	Bakery and dwelling.		Three-story brick.	Loss \$7.14; recall 9.20 p. m.; unknown.
Saturday 14	713	12.58	Foot of Garrett avenue Locust Point.	Chas. E. Coates & Son.	Stable.	6	Two-story brick and frame.	Loss \$800; recall 2.49 a. m.; unknown.
Saturday 14	24	7.50	510 Ensor street.	John Miller	Notion store and dwelling.		Three-story brick.	Loss \$75; recall 7.59 p. m.; gas jet igniting goods in window.
Monday 16	465	2.56	2135 & 2137 McHenry st.	Ambrose Miller	Bakery and dwelling.	8, 10, 13	Two-story brick.	Loss \$1,902.82; recall 5.30 a. m.; heat from bake oven.
Monday 16	341	7.42	1208 N. Charles street.	H. DeC. Thom.	Dwelling.	4	Four-story brick.	Loss none; recall 7.55 p. m.; unknown.
Tuesday 17	362	4.09	712 W. Franklin street.	Charles Beuber.	Dwelling.	8	Three-story brick.	Loss \$15; recall 4.17 p. m.; unknown.
Wednesday 18	346	11.55	711 N. Howard street.			4	Three-story brick.	Loss \$120; recall 12.17 p. m.; unknown.
Wednesday 18	324	9.03	537 W. Preston street.	George Rideout.	Dwelling.	7	Two-story brick.	Loss \$81; recall 10.28 p. m.; overheated stove.
Thursday 19	155	1.39	330 S. Caroline street.	Mary L. Walkmyer.	Dwelling.	3	Three-story brick.	Loss \$20; recall 1.51 p. m.; explosion of gas-line stove.
Saturday 21	71	1.51	Andre street, near Fort avenue.	Dietrich & Bradley.	Stable.	12	Two-story brick and frame.	Loss \$636.25; recall 3.30 a. m.; unknown.
Saturday 21	512	2.46	33 & 35 Hanover street.	Philip F. Gehrman.	Lace goods.	1, 2, 15	Four-story brick.	Loss \$1,562.33; recall 5 p. m.; unknown.
				14				

Tuesday	24	176	8.46	129 N. Madeira street.	Frank Freka.	Dwelling.	9	3	Two-story brick. .	Loss \$25.75; recall 9 p. m.; dropping of coal oil lamp.
Wednesday	25	156	12.06	1026 Thames street. . .	William Pilachoski and others.	Tenement house		3	Three-story brick.	Loss \$123.75; recall 12.33 p. m.; overheated stove.
Wednesday	25	451	12.53	526 Stockton alley. . .	William J. Davis. .	Carpenter shop. .	8	4	Two-story frame.	Loss \$188; recall 1.47 p. m.; overheated stove.
Wednesday	25	157	8.10	805 S. Dallas street. . .	Thomas Hososki. .	Tenement house		3	Two-story brick. .	Loss \$57; recall 8.25 p. m.; explosion of coal oil lamp.
Saturday	28	417	9.15	520 S. Paca street. . . .	Henry Knapp. . . .	Dwelling.	10		Three-story brick.	Loss none; recall 9.25 a. m.; explosion of gas-line stove.
Saturday	28	242	2.37	514 & 516 E. Monument street.	Brush Electric Co.	Electric light works.		1	Two-story brick. .	Loss none; recall 2.56 p. m.; explosion of steam pipe.
Saturday	28	621	8.14	422 E. Cross street. . . .	Frank Tolson	Dwelling.	12		Three-story brick.	Loss \$150; recall 8.27 p. m.; explosion of coal oil lamp.
Sunday	29	121	3.56	302 E. Pratt street. . . .	Lewis Baker	Eating and lodging house.	4	1	Four-story brick. .	Loss \$63.50; recall 4.11 a. m.; explosion of coal oil stove.
Sunday	29	418	8.55	N. E. cor. of Howard and Saratoga streets.	Crook, Horner & Co	Machinist supplies depot.	1	2	Six-story brick. . .	Loss \$6.22; recall 9.08 p. m.; spontaneous combustion.
Tuesday	31	461	6.28	406 S. Fulton avenue. .	Charles Long. . . .	Dwelling.	14		Three-story brick.	Loss \$76.78; recall 6.46 p. m.; explosion of coal oil stove.
June, Thursday	2	275	4.33	1351 N. Gay street. . . .	Albert F. Dumlér. .	Feed store.	9	5	One-story frame. .	Loss \$42.50; recall 5.31 a. m.; unknown.
Friday	3	162	8.50	917 Fell street.	Francis Smelkoskia	Tenement house.	6 Chemical. 5	3	Two-story brick. .	Loss \$64.48; recall 9.16 a. m.; sparks from chimney lighting roof.
Friday	3	145	8.59	1122 E. Lombard street.	Herman Losmyer. .	Dwelling.	3		Three-story brick.	Loss \$80; recall 9.20 p. m.; falling of coal oil lamp.
Friday	3	366	9.35	508 Wilson street. . . .	Fred'k Townsend. .	Dwelling.	13		Three-story brick.	Loss \$23.90; recall 9.47 p. m.; explosion of coal oil lamp.
Friday	3	247	9.47	601 Aisquith street. . . .	M. L. Freeman. . .	Grocery store & dwelling.	6	5	Three-story brick.	Loss \$61.20; recall 10.38 p. m.; unknown.
Saturday	4	534	3.23	Hamburg street near Ridgely street.	J. C. Textor & Bro.	Pile of lumber.	10			Loss \$15; recall 4.36 a. m.; incendiary.
Sunday	5	24	12.36	457 N. Gay street. . . .	R. G. Galt.	Shoe store and dwelling.	8, 9	1, 5	Three-story brick.	Loss \$3.32; recall 2.05 a. m.; unknown.

15 Chemical.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box.	Hour		LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	1/2 Co. H	STYLE OF BUILDING.	REMARKS.
		A. M.	P. M.							
Sunday	5 325	2.19		511 to 519 Wilson street.	Moses Fox & Sons.	Livery stable.	1, 7, 8, 13, 14, 2, 4		Two-story brick.	Loss \$19,445.60; recall 9.00 a. m.; unknown.
Monday	6 24	3.05		412 East street.						Loss none; recall 3.14 p. m.; man firing of gun; no fire.
Monday	6 214	4.34		10 Painter Court.	James Fox.	Dwelling.		1	Two-story brick.	Loss \$46.00; recall 5.59 p. m.; children playing with matches.
Monday	6 424	6.03		291 Knox alley.	Howard Ninks.	Dwelling.	8		Two-story brick.	Loss \$169; recall 6.18 p. m.; explosion of gaso-line stove.
Tuesday	7 522	6.18		Conway street, near Light street.	State of Maryland.	Tobacco Warehouse No. 3.	2	1	Six-story brick.	Loss \$85; recall 7.12 p. m.; sparks from adjoining smoke stack.
Wednesday	8 483	8.09		18 Garrison lane, "annex."	an-Toner H. Mellema.	Dwelling.	1	8	Two-story brick.	Loss \$33; recall 8.45 p. m.; explosion of gaso-line stove.
Friday	10 393	11.47		2804 Cedar ave. "annex"	David Martin.	Dwelling.		9	Two-story brick.	Loss \$5; recall 12.05 p. m.; explosion of gaso-line stove.
Saturday	11 266	7.49		1402 Jefferson street.	James Johnson and others.	Dwelling.	6		Two-story brick.	Loss \$54.75; recall 8.02 a. m.; unknown.
Saturday	11 522	2.46		Conway street, near Light street.	State of Maryland.	Tobacco Warehouse No. 3.	2	1	Six-story brick.	Loss \$10; recall 2.46 p. m.; sparks from adjoining smoke stack.
Saturday	11 325	10.15		1118 McCulloh street.	L. S. White.	Dwelling.	7		Three-story brick.	Loss \$15.62; recall 10.28 p. m.; lighted candle dropped on clothing.
Sunday	12 562	9.01		1503 and 1505 Hanover street.	John Canning and others.	Dwelling.	12	6	Three-story brick.	Loss \$172.75; recall 9.50 a. m.; explosion of gasoline stove.
Monday	13 541	1.33		Pimlico alley, near Henrietta street.	Eli Perkins.	Stable.	2		Two-story brick.	Loss \$20; recall 2.02 a. m.; rats nibbling matches.
Monday	13 418	11.44		317 and 319 N. Howard street.	Sumner & Thompson.	Straw hat factory	1, 7, 15	2	Three and four-story brick.	Loss \$3,284.64; recall 1.23 a. m. 14th; unknown.

Tuesday 2d alarm. 3d alarm.	14 136	2:20	Foot Union Dock . . .	Bay Line Steambo't Steamboat wh'f.	1, 2, 3, 4, 5, 6, 7, 1, 2, 3	One-story frame.	Loss \$104,500; recall 12,27 a. m. 15th; bale of cotton rolling on and igniting parlor match.
Tuesday	14	2:24	Jas. Corner & Sons.	Naval stores . . .	8, 9, 10, 11, 13, 15, 16, 15 Chemical	One-story brick.	Loss \$173,46; recall 6,18 p. m.; sparks from Union Dock fire.
Tuesday	14	2:25	Henry Hennis and others.	Tenement house 14 . . .	4 Chemical.	Two-story and attic brick.	Loss \$140,33; recall 4,40 p. m.; sparks from Union Dock fire.
Tuesday	14	3:11	835, 837, 839 E. Lombard street.	Dwelling	14	Two-story brick.	Loss \$39,453,78; recall 7,22 p. m.; sparks from blacksmith shop adjoining.
Tuesday	14	4:08	224 Stenmers alley . . .	Dwelling	14	Two-story brick.	Loss —; recall 11,15 a. m.; spontaneous combustion.
Tuesday	14	5:05	706 and 708 E. Pratt st.	Dwelling	14	Five-story brick.	Loss \$10; recall 11,40 a. m.; spontaneous combustion.
Tuesday	14	5:08	118 Albemarle street . . .	Dwelling	14	Five-story brick.	Loss none; recall 2,16 p. m.; defective tube.
Tuesday	14	5:11	706 and 708 E. Pratt st.	Dwelling	14	Five-story brick.	Loss \$50; recall 12,01 p. m.; overheated boiler.
Wednesday	15	10:29	706 and 708 E. Pratt st.	Furniture fac'y 4	15 Chemical	One-story frame.	Loss —; recall 1,44 p. m.; rekindling of previous fire.
Wednesday	15	11:21	828 Ensor street	Waste factory . 6	6	One-story frame.	Loss none; recall 1,47 p. m.; explosion of gasoline tank.
Wednesday	15	1:30	14 E. Twenty-second st. " annex."	Dwelling	3 Chemical.	Three-story brick.	Loss 4,52 p. m.; rekindling of cotton from Union Dock fire.
Thursday	16	11:34	320 W. Cross street . . .	Box factory	2	Two-story brick.	Loss \$172,50; recall 3,49 p. m.; sparks from chimney.
Thursday	16	11:54	Foot Union Dock . . .	Bay Line Steambo't Steamboat wh'f	3, 4, 16 . . .	One-story frame.	Loss \$154,40; recall 9,18 p. m.; lighted candle dropped on bed.
Thursday	16	1:32	1409 to 1419 E. Monument street.	Tinware factory 9	9	Four-story brick.	Loss \$10; recall 7,25 a. m.; explosion of coal oil stove.
Friday	17	4:13	Locust Point	Cotton on lot . 12	12	Two-story brick.	
Sunday	19	3:24	619 Pierce street	Dwelling	3, 5, 6, 9 . . .	Three-story brick.	
Monday	20	8:29	1401 E. Pratt street . . .	Tenement house 3	3	Four-story brick.	
Tuesday	21	7:18	917 E. Pratt street . . .	Tenement house 3	3	Four-story brick.	

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box.	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	STYLE OF BUILDING.	REMARKS.
Thursday 2d alarm. 3d alarm.	23 75	11.18 11.31 11.35	Andre & Beason streets	C. E. Coates & Son.	Tin-plate factory	2, 11, 12, 16.	One-story frame. Two-story brick.	Loss \$12,596; recall 5.39 p. m.; explosion of coal oil pipe used to feed furnace.
Thursday	23 424	3.05	203 N. Poppleton street.	George F. Anderson	Dwelling	1, 8, 13.	Three-story brick.	Loss \$41.49; recall 3.28 p. m.; sparks from tin-ner's fire-hot.
Thursday	23 314	7.24	208 W. Franklin street.	R. B. Johnston	Dwelling	7	Four-story brick.	Loss \$3; recall 7.32 p. m.; gasoline stove taking fire.
Friday	24 28	10.02						Loss none; recall 10.30 p. m.; lightning striking wires—no fire.
Saturday	25 363	10.26	415 N. Poppleton street.	James Ray	Provision store and dwelling.	8	Three-story brick.	Loss none; recall 10.37 p. m.; explosion of gasoline.
Monday	27 234	3.58	1819 Jefferson street.	Jacob Corse	Grocery store and dwelling.	9	Three-story brick.	Loss \$118; recall 4.28 a. m.; rats nibbling matches.
Monday	27 394		730 Third ave., Woodberry, "annex."	Jerod R. Bull.	Dwelling	7 Chemical.	Three-story brick.	Loss none; recall 11.10 a. m.; explosion of gaso-line stove.
Tuesday	28 362	9.23	674 Bradley street.	Andrew Taylor	Dwelling		Two-story brick.	Loss \$13; recall 9.47 p. m.; explosion of coal oil lamp.
Wednesday	29 241	7.45	Holliday street near Toga street.	The Henry McShane Company.	Iron foundry	4, 6	Two-story brick & frame.	Loss \$23; recall 8.28 p. m.; hot casting setting fire to partition.
Thursday	30 713	9.40	1636 Cuba street	Michael McGuire.	Stable	12	Two-story frame.	Loss \$240; recall 10.55 a. m.; unknown.
Thursday	30 277	12.19	Monument street near Broadway	Johns Hopkins Hospital.	Hospital	9	Four-story brick.	Loss \$40; recall 12.45 p. m.; lightning striking roof.
Thursday	30 242	12.34	409 E. Madison street.	John Connors	Dwelling	7	Three-story brick.	Loss \$88.29; recall 12.47 p. m.; overheated stove-pipe.

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RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box.	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	H. & L. Co.	STYLE OF BUILDING.	REMARKS.
Thursday 24 alarm.	7 221	2.03 2.04 2.14	317, 319, 321, 323 North st.	G. A. Hax & Co. . . J. T. Ensor & Co.	Hay and grain warehouses.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 15 15 Chemical	1, 2, 3, 5	Two-story brick.	Loss \$19,856.63; recall 10.04 a. m. 8th; un- known.
Thursday	7 159	4.02	1745 Alicanna street.	John S. Smith & Co.	Feed store . . .	11	. . .	Three-story brick.	Loss \$72.25; recall 4.22 p. m.; unknown.
Thursday	7 32	10.01	6 E. Pleasant street.	Mrs. Jennie Carpen- ter.	Boarding house	4	2 . .	Three-story brick.	Loss \$495.67; recall 10.38 p. m.; unknown.
Friday	8 325	9.52	Dolphin street and McOulloh alley.	Upperque and Ed- wards.	Stable and car- penter shop.		4 . .	Two-story brick.	Loss \$22.50; recall 10.28 p. m.; unknown.
Saturday	9 453	12.40	Vincent alley near Lanvale street.	John F. Morgan . .	Stable	13	4 . .	Two-story brick.	Loss \$275.16; recall 1.46 a. m.; unknown.
Saturday	9 25	5.26	526 E. Eager street.	Geo. W. Strawaski.	Dwelling		5 . .	Three-story brick.	Loss \$1.50; recall 5.35 p. m.; explosion of gaso- line stove.
Saturday	9 482	8.47	2000 Wilkens avenue . .	John McFarland .	Grocery store & dwelling.	14 1 Chemical.	8 . .	Three-story brick.	Loss \$10; recall 9.12 p. m.; explosion of gaso- line.
Monday	11 481	11.12	Calverton road, near Baltimore street.	John Summerfeld .	Brewery	8, 10, 14 . . . 1 Chemical.	2, 8 .	Two-story brick.	Loss \$2,803.75; recall 2.20 p. m.; falling of coal oil lantern.
Monday	11 267	12.20	1809 Harford avenue . .	George Kubler . . .	Dwelling		5 . .	Three-story brick.	Loss \$85.06; recall 12.40 p. m.; unknown.
Tuesday	12 156	6.07	1519 Thames street . . .	Jonas Knowaskia .	Tenement house	5	3 . .	Three-story brick.	Loss \$19.24; recall 6.50 a. m.; overheated stove-pipe.
Wednesday	13 157	4.03	816 S. Bond street . . .	Casimer Pretzeriek.	Saloon & dwlg.	5	3 . .	Three-story brick.	Loss \$50; recall 4.28 p. m.; sparks from chim- ney.
Wednesday	13 541	6.45	Lee street and B. & O. R. R.	B. & O. R. R. Co. . .	Freight car loaded with acid.	15	6 . .	Freight car	Loss \$20; recall 7.32 p. m.; breaking of acid bottles.
Thursday	14 44	1.11	304 E. Baltimore street.	Horn, Hardart & Horn.	Eating house.	4	1 . .	Three-story brick.	Loss \$179; recall 2.01 a. m.; spontaneous com- bustion.
Thursday	14 624	2.14							Loss none; recall 2.25 a. m.; lightning running wires—no fire.

Thursday	14	48	2.16	8.29	Carrey street, near Lombard street.	Lawrence Stack.	Coal oil wagon.	14.	Coal oil wagon.	Loss none; recall 2.37 a. m.; lightning running wires—no fire.
Thursday	14	435	4.04							Loss none; recall 4.19 a. m.; lightning running wires—no fire.
Thursday	14	434	...	8.29	Carrey street, near Lombard street.	Lawrence Stack.	Coal oil wagon.	14.	Coal oil wagon.	Loss \$200; recall 9.12 p. m.; gasoline tanking m.; explosion of coal oil stove.
Friday	15	242	5.45	4.31	E. Madison street.	E. W. Smith	Dwelling	5	Three-story brick.	Loss \$36.50; recall 6.01 a. m.; explosion of coal oil stove.
Friday	15	38	...	9.05	2122 Etting street.	James Holland.	Dwelling	13.	Two-story brick.	Loss \$76.00; recall 11.9.27 p. m.; unknown.
Saturday	16	535	6.25	...	Columbia avenue ext'd	J. T. Whitehurst & Co.	Lamp black factory.	10, 14.	One-story brick.	Loss \$1.150; recall — heat from kilns.
Saturday	16	398	...	10.09	"Annex."					Loss none; recall 10.30 p. m.; test alarm.
Sunday	17	435	7.15	...						Loss none; recall 7.22 a. m.; false alarm.
Sunday	17	54	...	8.37	810 Peach alley	Hettie A. Wallace.	Dwelling	6	Two-story brick.	Loss \$5; recall 8.45 p. m.; sparks from stove pipe.
Tuesday	19	713	...	7.52	1335 Hull street	Edward Frazier	Laundry and dwelling.	12	Two-story brick.	Loss \$10; recall 8.10 p. m.; escaping gas taking fire.
Wednesday	20	452	3.31	...	1619 W. Lexington st.	J. L. Bickett.	Grocery store and dwelling.	14	Three-story brick.	Loss \$72; recall 3.49 a. m.; rats nibbling matches.
Friday	22	541	1.29	...	608 S. Eutaw street.	Wm. Andrae.	Smoke house.	6	Two-story brick.	Loss \$85; recall 1.54 a. m.; meat falling in fire.
Friday	22	317	4.35	...	604 N. Charles street.	Miss Elizabeth McConkey.	Boarding house	4	Four-story brick.	Loss \$71.38; recall 4.49 a. m.; unknown.
Saturday	23	54	3.01	...	122 York street	John M. Davis.	Dwelling	6	Three-story brick.	Loss \$98; recall 3.35 a. m.; unknown.
Monday	25	346	...	4.07	221 and 223 W. Madison street.	Mrs. Bridget O'Ferral, R. Patterson.	Confectionary store and florist.	1, 7.	Two-story and attic brick.	Loss \$293.43; recall 5.56 p. m.; sparks from smoke stack.
Monday	25	398	...	9.15	Merryman's lane, near Charles st., "annex."	H. Pike Lucas.	Dwelling	3, 4, 5, 7	Two-story and attic brick.	Loss \$6.25; recall 1.45 a. m.; dog knocking over coal oil lamp.
Tuesday	26	359	4.12	...	Jordan alley, near Bolton street.	Jordan Bros.	Stable.	1, 7, 13.	Two-story brick.	Loss \$1.60; recall 5.12 a. m.; spontaneous combustion.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	How OCCUPIED.	ENGINES IN SERVICE.	H. & L.	STYLE OF BUILDING.	REMARKS.
Tuesday	26 437	11.01 . . .	S. E. corner Pratt and Emory streets.	Maryland Veneering Company.	Wooden-ware factory.	1, 2, 15	2 . .	Three-story brick.	Loss \$300.25; recall 12.32 a. m.; 27th; sparks from furnace.
Wednesday	27 321	4.12 . . .	522 Pearl street. . . .	Bernard Vogel. . .	Cigar store and dwelling.		4 . .	Two-story and attic brick.	Loss \$15.00; recall 4.26 p. m.; sparks from chimney.
Thursday	28 248	12.15 . . .	504 North street. . . .	Adams Express Co. . .	Freight depot. . .		1 . .	Two-story brick.	Loss \$20; recall 1.24 a. m.; electric light wire igniting sign.
Thursday	28 495		530 Slingluff avenue, near Liberty road "annex."	Albert S. Hall . . .	Dwelling.			Two-story frame.	Loss \$27.94; recall . . . ; sparks from stove pipe.
Saturday	30 542	7.58 . . .							Loss none; recall 8.35 p. m.; lightning running wires.
Sunday	31 435	3.40 . . .							Loss none; recall 3.50 p. m.; lightning running wires.
August.									
Monday	1 436	10.12 . . .	413 King street. . . .	Robert Watkins. .	Dwelling	15		Two-story brick.	Loss none; recall 10.19 a. m.; explosion of coal oil stove.
Monday	1 373	11.53 . . .	1733 Pennsylvania ave.	W. G. H. King . . .	Liquor store and dwelling.			Three-story brick.	Loss none; recall 12.05 p. m.; smoke from fumigator.
Wednesday	3 181	9.33 . . .	3030 Boston street . .	John Miller & others	Saloon and tenement h'e.		3 . .	Three-story brick.	Loss none; recall 10.03 a. m.; misplaced stove-pipe.
Thursday	4 158	11.15 . . .							Loss none; recall 11.33 a. m.; false alarm — cause unknown.
Thursday	4 158	10.03 . . .							Loss none; recall 10.39 p. m.; false alarm — cause unknown.
Friday	5 28	12.45 . . .	Gay street and Patterson Park avenue. . .	Frederick W. Hill. .	Paint & oil store	9 6 Chemical.	5 . .	Two-story brick.	Loss \$1,011; recall 2.04 a. m.; unknown.

Saturday	6	345	12.50	13 E. Twenty-first st., "annex."	J. S. Ditch & Bro. Mrs. E. T. Murray	Livery stable . Dwelling.	3 Chemical.	...	Three-story brick.	Loss \$10; recall 1.05 p. m.; children play- ing with matches.
Saturday 2d alarm. 3d alarm.	6	427	5.13 5.20 5.26	Lexington & Diamond streets.	Jacob C. Shafer...	Meat packing house.	1, 2, 3, 4, 7, 8, 10, 15.	1, 2, 4, 6	Two and three- story brick.	Loss \$3,237.98; recall 9.45 p. m.; unknown.
Saturday	6	268	7.44	1009 N. Bond street.	John Penning	Dwelling	15 Chemist.	...	Two-story brick.	Loss \$21; recall 8.05 p. m.; explosion of gas.
Sunday	7	237	11.03	1335 Jefferson street.	Frank Myers	Dwelling	9	...	Three-story brick.	Loss \$154.50; recall 11.12 a. m.; explosion of gasoline stove.
Sunday	7	159	12.10	1625 Aliceanna street.	Valentine Woeren- szski.	Tenement house	...	3	Two-story brick.	Loss \$17.83; recall 12.26 p. m.; overheated stove- pipe.
Monday 2d alarm. 3d alarm.	8	212	8.19 8.20 8.29	7 & 9 S. Frederick street.	A. Schlegel	Saloon and con- cert hall.	1, 2, 3, 4, 5, 6, 7, 9, 10, 12, 15	1, 2, 3, 5	Three-story brick.	Loss \$56,193.61; recall 2.54 p. m.; explosion of gas.
Monday	8	12	11.46	21 S. Gay street.	Fleishman & Co., Chatterton & Co., Green & Co., M. Oppenheimer, Daub & Walters.	Furniture ware- house. Brass works. Soldier works. Photo-copying works.	15 Chemist.	...	Five-story brick.	Loss \$111.50; recall 12.05 a. m.; explosion of gasoline stove.
Tuesday	9	128	7.12	712 and 714 E. Water st.	Kirwan & Tyler	Can factory.	...	1	Three-story brick.	Loss none; recall 7.27 a. m.; unknown.
Tuesday	9	312	7.44	232 N. Howard street.	W. C. Chenoweth.	Dyeing estab.	1, 7, ... 15 Chemist.	2	Three-story brick.	Loss \$270.10; recall 8.25 a. m.; explosion of benzene.
Wednesday	10	152	1.16	Broadway near Pratt street.	Broadway M. E. Church.	Church	...	5	Two-story brick.	Loss \$88.50; recall 2.04 p. m.; sparks from chimney
Wednesday	10	13	4.31	713 E. Pratt street.	George Werner.	Saloon & lodg- ing house.	...	...	Three-story brick.	Loss none; recall 4.47 p. m.; smoke from funi- gator.
Thursday	11	428	8.07	1012 W. Lexington st.	M. Lauderman	Stable.	...	8	Two-story frame.	Loss \$167.58; recall 9.30 p. m.; spontaneous com- bustion.
Thursday	11	156	10.02	717 S. Broadway	L. Herminsky	Shoe store and dwelling	...	3	Three-story brick.	Loss \$180; recall 10.19 p. m.; unknown.
Thursday	11	145	10.59	1347 E. Lombard street.	Henry Hirshman.	Bakery & dwlg.	3, 5, ...	3	Three-story brick.	Loss \$244.90; recall 11.39 p. m.; unknown.
Friday	12	237	8.36	416 N. Chester street.	Frank Schwartz.	Tailor shop and dwelling.	...	9	Three-story brick.	Loss \$11.50; recall 8.55 a. m.; overheated stove.
Friday	12	484	4.13	4 Brunswick street, "annex."	George Deutz.	Dwelling	...	1	Two-story frame.	Loss \$30; recall 4.56 p. m.; explosion of gaso- line stove.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	B. X.	Hour Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	H. & C. I.	STYLE OF BUILDING.	REMARKS.
Saturday	13 346	1.07	869 N. Howard street.	Henry Berget.	Dwelling.	7	4	Two-story brick.	Loss \$63.60; recall 1.37 p. m.; sparks from chimney.
Saturday	13 435	1.34	302 Bartlett street.	Mary Hall.	Tenement house	10	2	Four-story brick.	Loss \$95; recall 1.54 p. m.; unknown.
Saturday	13 361	8.30	3.2 Diamond street.	John Davis.	Dwelling.	1, 7	2	Three-story brick.	Loss \$153; recall 9.17 p. m.; explosion of coal oil lamp.
Saturday	13 423	11.16	7 N. Fremont street.	John Stockett.	Dwelling.	1, 8	2	Three-story brick.	Loss \$41; recall 11.47 p. m.; unknown.
Sunday	14 381	5.41	1530 Newington place.	D. W. Barnes.	Grocery store and dwelling.	13	4	Three-story brick.	Loss \$1,108.80; recall 6.50 a. m.; unknown.
Sunday	14 13	2.08	828 E. Pratt street.	M. Leibert.	Shirt factory & dwelling.	3	1	Three-story brick.	Loss \$30; recall 2.19 p. m.; explosion of gas-oil stove.
Sunday	14 482	4.15	1926 Christian street.	William N. Wolf.	Dwelling.	14		Two-story brick.	Loss \$100; recall 4.34 p. m.; clothing blowing against lamp.
Monday	15 429	4.19	1404 Hollins street.	George W. Dietz.	Carpenter shop and dwelling.	14	2	Three-story brick.	Loss \$38.75; recall 5 a. m.; light dropped in shavings.
Monday	15 345	1.03	Falls road near First st. "annex."	Baltimore & Lehigh R. R. Co.	Sand storehouse	3	7	One-story frame.	Loss \$30; recall 1.32 p. m.; overheated stove-pipe.
Tuesday	16 373	7.46	1329 Stockton street.	James Flannery.	Dwelling.	13	4	Two-story brick.	Loss \$345.50; recall 8.20 a. m.; unknown.
Thursday	18 366	2.37	1718 Division street.	Edward P. Miller.	Cigar store and dwelling.	7, 13	4	Two-story brick.	Loss \$1,137.14; recall 3.53 a. m.; explosion of coal oil lamp.
Thursday	18 163	12 M.	1339 Fairmount avenue	John A. Mitchel.	Tinware store & dwelling.		3	Three-story brick.	Loss \$3; recall 12.15 p. m.; children playing with matches.
Friday	19 373	6.39	1731 Pennsylvania ave.	Northern Central Supply Company.	Grocery store.	13	4	Three-story brick.	Loss \$20; recall 7.15 p. m.; unknown.
Friday	19 474	7.52	Baltimore & Potomac R. R. Co., near Lafayette avenue.	Pennsylvania R. R. Co.	Freight cars.				Loss none; recall 8.25 p. m.; wrecked cars set on fire.

Saturday	20	434	6.18 117 S. Carey street . . .	Frank Riley	Dwelling 14	Three-story brick. Loss \$46.54; recall 6.30 p. m.; explosion of gaso-line stove.
Sunday	21	362	9.00 682 Pierce street	Albert Patrick	Dwelling 4	Three-story brick. Loss \$36.50; recall 9.15 p. m.; explosion of coal oil lamp. Mary Patrick burned to death.
Monday	22	172	5.09 14 S. Patterson Pk ave.	Wm. Wiley	Chicken house 3	One-story frame. Loss \$36; recall 5.40 p. m.; fire made for fumigating.
Tuesday	23	352	6.58 1514 John street	R. M. Chambers	Dwelling 4	Three-story brick. Loss \$88.50; recall 7.23 p. m.; lighted match dropped on paper.
Wednesday	24	422	10.55 311 W. Fayette street.	Emerson Drug Co.	Manufacturing 2	Four-story brick. Loss \$30; recall 11.15 p. m.; wax boiling over.
Wednesday	24	17	10.57 2413 Eastern avenue . . .	H. Evans & Co.	Tinware factory 11 3	Two-story brick. Loss \$10; recall 11.46 p. m.; dipping solution boiling over.
Saturday	27	349	7.48 Head of Oak st., "an-nex."	McCabe Bros	Oil shed 3, 4 Chem. 7	One-story frame. Loss \$65; recall 10 p. m.; boy dropping lighted torch.
Saturday	27	271	8.45 1000 N. Wolf street	John Wolf	Grocery store & 9 3	Two-story brick. Loss \$22.80; recall 8.55 p. m.; explosion of benzine.
Monday	29	247	7.38 1000 Low street	Harris Lachman	Tailor shop and 6 3	Two-story brick. Loss \$65; recall 7.53 a. m.; explosion of gaso-line stove.
Monday	29	123	12.17 508 E. Pratt street	Lewis Baker	Restaurant and 1	Three-story brick. Loss \$40; recall 12.25 p. m.; explosion of gaso-line stove.
Monday	29	418	7.48 321 N. Howard street . . .	John Crockard	Paper store and 2	Three-story brick. Loss \$10; recall 8 p. m.; falling of coal oil lamp.
Wednesday	31	151	11.18			Loss none; recall 11.25 a. m.; false alarm—line-men on wires.
Wednesday	31	71	2.34 Woodall's shipyard, Locust Point.	Buckman & Co.	Fruit steamship 3.01 p.	Iron steamship
Wednesday	31	254	8.08 1704 Greenmount ave. . .	Geo. W. Braden	Grocery store & 6, 7 5	Three-story brick. Loss \$61; recall 8.52 p. m.; lighted candle setting oil on fire.
September					3, 4 Chem.	
Friday	2	143	7.04 . . . 1151 Granby street . . .	Louis Knock	Tenement house 3, 5 1	Four-story brick. Loss \$29.71; recall 8 a. m.; sparks falling through hearth.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box.	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	How OCCUPIED.	ENGINES IN SERVICE.	H. & L. Cos.	STYLE OF BUILDING.	REMARKS.
Friday	2 216	4.12	1113 Low street.	Mordecai Levin.	Dwelling	6	1	Three-story brick.	Loss \$444.28; recall 4.51 p. m.; sparks from chimney.
Friday	2 714	10.03	Port avenue near Boyle street.	John Allers.	Lime storehouse	12	6	One-story frame.	Loss \$50; recall 10.47 p. m.; sinking lime.
Saturday 2d alarm. 3d alarm.	3 431	11.06 11.10 11.13	753 and 755 W. Pratt st. 757 W. Pratt street 770 Dover street 772 Dover street 774 Dover street 776 Dover street 751 Dover street 753 Dover street 755 Dover street 753 Dawson alley	S. H. Tinley. J. W. Wardell William Nichols P. Matland. A. Carter. C. Schumas. D. Parks. F. Wadles. J. Reed Oakum Pleasure Club.	Sash factory Blacksmith shop Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Club house.	1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15 1, 2, 3, 4, 5, 6, 12, 14, 15	One-story frame. Two and three-story brick. One-story frame. Three-story brick. Three-story brick. Three-story brick. Three-story brick. Three-story brick. Three-story brick. Two-story brick.	Loss \$19,035.82; recall 8.01 p. m.; heat in drying room igniting lumber.	
Sunday	4 71	3.24	1525 Burrough street.	Gottlieb Porowski.	Dwelling	12	12	Two-story brick.	Loss \$8; recall 3.43 p. m.; children playing with matches.
Tuesday	6 612	10.25	707 William street	John D. Randall	Dwelling	2	2	Three-story brick.	Loss \$54.75; recall 10.34 a. m.; explosion of gasoline stove.
Tuesday	6 25	12.35	902 Forrest street	Joseph Powers.	Dwelling	5	5	Three-story brick.	Loss \$85; recall 12.57 p. m.; unknown.
Tuesday	6 526	5.19	110 W. Conway street	Winnie Wigirt.	Dwelling	2	2	Three-story brick.	Loss \$87.50; recall 5.31 p. m.; explosion of gasoline stove.
Tuesday	6 145	6.04	1405 Hampstead street.	Susan Brown.	Dwelling	3	3	Two-story brick.	Loss \$198.75; recall 6.50 p. m.; overheated stove.
Wednesday	7 343	2.23	Maryland avenue and Oliver street.	Philip Walsh & Son.	Sash factory	3 Chemical.	3 Chemical.	Two-story brick.	Loss \$20; recall 2.45 p. m.; sparks from smokestack.

Wednesday	7	285	11.02	26 Jackson st., Home-Joseph Forsyth, . . .	Dwelling	5, 6 Chem.	7 . . .	Two-story frame . . .	Loss \$28.42; recall 12.26 a. m.; incendiary.
Thursday	8	365	12.12	714 Pennsylvania ave . . .	Furniture store and dwelling	7	4 . . .	Three-story brick . . .	Loss \$50; recall 12.32 a. m.; unknown.
Thursday	8	427	12.30	12.30	12.30	12.30	12.30	Three-story brick . . .	Loss none; recall 12.45 p. m.; false alarm.
Thursday	8	399	12.33	206 Third ave., Woodberry, "annex."	Dr. D. W. Smith, . . .	Dwelling	7 Chemical	Three-story frame . . .	Loss \$53.25; recall 1.17 1/2 p. m.; explosion of gasoline stove.
Thursday	8	156	12.40	1622 and 1624 Shakespear street . . .	Nicholas Schultz, William Smith, . . .	Dwellings	5	Two-story brick . . .	Loss \$47.24; recall 2.02 p. m.; overheated stove.
Thursday	8	236	1.19	2222 Jefferson street . . .	Frank Petram . . .	Dwelling	6	Three-story brick . . .	Loss \$40; recall 1.45 p. m.; explosion of gas-line stove.
Thursday	8	56	2.55	908 Leadenhall street. . .	Margaret Hughes . . .	Dwelling	6	Three-story brick . . .	Loss \$8; recall — burning soot falling down chimney.
Friday	9	221	6.40	216 E. Saratoga street . . .	E. W. Grafflin. . . .	Tar storehouse.	4	One-story frame . . .	Loss \$16; recall 6.38 p. m.; unknown.
Saturday	10	145	7.19	41 Lloyd street	Henry Rosen	Dwelling	3	Three-story brick . . .	Loss \$38.50; recall 7.40 p. m.; lighted candle setting oil on fire.
Saturday	10	542	7.31	1018 S. Fremont street . . .	Emanuel Banks . . .	Junk shop	6	Two-story brick . . .	Loss \$40; recall 8.25 p. m.; unknown.
Sunday	11	294	3.43	Kennedy lane, near York road, "annex."	Mrs. M. J. Fahy. . .	Boarding house	3, 4, 5 Chem.	Three-story frame . . .	Loss \$83.53; recall 5.10 p. m.; balloon falling on roof.
Monday	12	291	3.44	Kennedy lane, near York road, "annex."	Mrs. M. J. Fahy. . .	Boarding house	6	Three-story frame . . .	Loss none; recall 9.45 p. m.; spontaneous combustion.
Monday	12	7	5.11	212 E. Fort avenue. . . .	Jacob Gauss.	Saloon & dw'g.	12	Three-story brick . . .	Loss \$162; recall 5.32 p. m.; unknown.
Tuesday	13	44	3.05	304 E. Baltimore street . . .	James H. Young. . .	Printing estab't	4	Four-story brick . . .	Loss \$44.98; recall 3.27 a. m.; match thrown among paper.
Tuesday	13	24	1.05	408 and 410 East street . . .	Seideman & Bro . . .	Picture frame factory.	6	Two-story brick . . .	Loss \$25; recall 1.19 p. m.; varnish boiling over.
Thursday	15	349	12.50	413 Seventh street, "annex."	Unoccupied	3 Chemical	3 Chemical	Three-story frame . . .	Loss \$90; recall 1.35 p. m.; defective line.
Friday	16	418	2.29	202 and 205 Ivy alley . . .	Frederick Moosdorf . . .	Cigar factory	1, 5, ...	Three-story brick . . .	Loss \$85.51; recall 3.49 a. m.; unknown.
Saturday	17	232	5.32	216 and 218 N. Dallas st. . .	W. H. Crawford . . .	Spice mill	1, 3, 5, 6, 9	Three-story brick . . .	Loss \$2,952.72; recall 7.25 a. m.; heat from boiler.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	STYLe OF BUILDING.	REMARKS.
Saturday	17 258 . . .	9.27	Chew and Ensor streets	Michael P. Horner & Bro.	Junk warehouse	6 1, 5.	Five-story brick.	Loss \$40; recall 10.35 p. m.; unknown.
Sunday	18 367 . . .	2.26	Rear of Harplem avenue	William E. Fuller	Stables	7, 13 4 . .	Two-story brick.	Loss \$983.25; recall 6.30 p. m.; unknown.
Monday	19 156 12.21 . . .		near Myrtle avenue. 1710 Thames street . . .	George French Louis Applefeld . .	Grocery store & tenement h'e.	5 3 . .	Three-story brick.	Loss \$19.40; recall 1.05 a. m.; rats nibbling matches.
Monday	19 393 10.14 . . .		3048 Cedar ave. "annex"	James Hackley . .	Dwelling	7 Chemical.	Two-story brick.	Loss none; recall 10.35 a. m.; explosion of gasoline stove.
Tuesday	20 471 11.30 . . .		1802 W. Franklin street.	James M. Malloy . .	Dwelling	8, 14 4 . .	Three-story brick.	Loss \$40; recall 12.32 p. m.; unknown.
Thursday 2d alarm.	22 248 . . .	9.00	404 North street.	H. W. Dawson & Co	Hay and grain warehouse.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 15	Three-story brick.	Loss \$4,565.95; recall 4.47 a. m., 23d; unknown.
3d alarm. Sunday	25 38 . . .	9.06 10.01	2240 Pennsylvania ave.	Jacob Rader	Stable	13	Two-story brick.	Loss none; recall 10.27 p. m.; explosion of gasoline.
Monday	26 437 7.10 . . .		634 Portland street. . .	George Gundlach .	Dwelling	15 2 . .	Three-story brick.	Loss \$42.40; recall 7.30 a. m.; explosion of gasoline stove.
Monday	26 542 . . .	2.52	Ohio avenue, n'r Cross street.	Lewis Stowe	Lumber shed	2 6 . .	One-story frame.	Loss \$25; recall 3.17 p. m.; sparks from stack.
Tuesday	27 363 5.02 . . .		708 N. Fremont street .	Alfred Huene	Grocery store and dwelling.	13 4 . .	Three-story brick.	Loss \$627.81; recall 5.52 a. m.; unknown.
Tuesday	27 261 . . .	5.24	1319 E. Eager street . .	James Gately	Dwelling	 5 . .	Three-story brick.	Loss \$8; recall 5.34 p. m.; explosion of gasoline stove.
Thursday	29 232 . . .	3.56	121 N. Caroline street..	Black & Krebs	Can factory.	3, 5, 6, 9 1, 3 .	Four-story brick .	Loss \$212.14; recall 4.50 p. m.; unknown.
Thursday	29 53 . . .	6.26	308 Parkin street. . . .	Philip Mills	Grocery store and dwelling..	8, 10, 15, ... 6 . .	Four-story brick.	Loss \$3,032.05; recall 9.15 p. m.; lighted candle falling in gasoline can.
October.								
Saturday	1 75 2.45 . . .		Cuba and Andre streets	William Kennedy . ²⁸	Stable	12 6 . .	One-story frame.	Loss \$20; recall 3.12 a. m.; unknown.

Saturday	1	214	6.35	216	Exeter street	Abraham Mock, ...	Dwelling 3	Three-story brick, Loss \$53.50; recall 6.48 p. m.; lighted candle falling.
Saturday	1	713	8.21	1470	Garrett avenue	Mary Fresse	Dwelling 12	Two-story brick. Loss \$94.75; recall 8.43 p. m.; falling of coal oil lamp.
Sunday	2	162	12.48	925	Fell street	George Schiaffino, ...	Ship chandlery & tenement h'se 5, 11 3	Three-story brick, Loss \$240; recall 1.47 p. m.; sparks from chimney.
Sunday	2	67	11.43		Jephson street n'r Hanover street.	Edw. Sachs & Co.	Stable 12	Two-story frame, Loss \$495; recall 1.13 a. m.; 50; unknown.
Tuesday	4	399	7.26		Sweet Air Hill, Woodbury, "Annex."	William Brooks, ...	Stables 9	Two-story frame, Loss \$1,740.99; recall 10.40 p. m.; unknown.
Wednesday	5	526	11.35	402	S. Sharp street	Jesse Yeager, ... Moses Frank	2, 3, 4, 7, Chem. Dwelling 2	Three-story brick, Loss \$802.50; recall 12.03 p. m.; sparks from stove.
Wednesday	5	162	1.50	436	Fell street	Conrad Muthaupt, ...	Dwelling 5	Two-story brick. Loss \$165.44; recall 2.39 p. m.; sparks from stack.
Wednesday	5	7	5.24					Loss none; recall 5.30 p. m.; burning of rubbish on lot.
Thursday	6	153	2.35		1505 Eastern avenue	A. Barron	Tenement h'se 3	Two-story frame, Loss \$27; recall 3.02 a. m.; unknown.
Thursday	6	237	3.20	455	N. Washington st.	John Praley, ...	Saloon and dwelling, ... 3	Three-story brick, Loss \$402.25; recall 3.49 a. m.; unknown.
Thursday	6	357	3.37 3.40 3.56	1221	Cathedral street	Chas. Slack & Sons, ...	Blacksmith shop 1, 4, 7, 8, 10, 13, 15, 2, 4.5, 6 Chemical. 3	Two-story brick. Loss \$23,142.48; recall 3.35 p. m.; unknown.
				1223-1229	Cathedral st.	Wm. H. King & Co. Saw mill and sash factory.		Two & three-story brick.
				115-119	W. Preston st.	Unoccupied	Dwelling	Four-story brick.
				36 & 38	W. Preston st.	George Fannons, ...		Two-story frame.
				S. W. cor.	Cathedral & Bryn Mawr School, ...			Three-story brick and stone.
Thursday	6	341	4.18	1204-1213	N. Charles st.	John W. Albaugh Lyceum Theatre & Son, ...	6 1 4 Chemical. 4	Four-story brick, Loss \$250; recall 5.36 a. m.; sparks from preceding fire.
Thursday	6	163	4.54	4 N.	Wolfe street	George White		Three-story brick, Loss \$33.17; recall 5.05 p. m.; pan of grease boiling over.
Friday	7	44	1.20	21 and 23	South street	George Euker and Saloon and business offices, ...	3, 4, 6, 15, 15 Chemical. 1	Four-story brick Loss \$2,404.40; recall 5.53 a. m.; unknown.
Saturday	8	391	12.36	2651	Pennsylvania ave., "Annex."	John Kreiner, ...	Chicken house, ... 2	One-story frame. Loss \$89.00; recall 1.49 a. m.; defective flue.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	BOX.	Hour Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	STYLE OF BUILDING.	REMARKS.
Saturday	8 52	11.00						Loss none; recall 11.12 a. m.; accidental alarm; linenmen adjusting box.
Sunday	9 48	1.29	Landwehr lane and Fredk. Lipp & Co. Hollins st., "annex."		Stable.	8, 10, 13, 1, 2 1 Chemical.	Two-story brick.	Loss \$1,632.52; recall 5.60 a. m.; spontaneous combustion of damp hay.
Sunday	9 28	4.05						Loss none; recall 4.39 p. m.; false alarm.
Monday	10 231	9.12	Jefferson street near City of Baltimore. Caroline street.		No. 2 Grammar School (col'd).	6 3	Two-story brick.	Loss \$20; recall 9.45 a. m.; overheated stove-pipe.
Monday 2d alarm.	10 345	7.25 7.37	Balto. & Lehigh R. R. near North avenue, "annex."		Round house.	4, 6, 7, 13, 4, 5 2, 3, 4 Chem.	One-story frame.	Loss \$3,000; recall 11.30 p. m.; sparks from locomotive.
Tuesday	11 631	12.44	N. E. cor. Leadenhall and Stockholm sts.	Lorentz & Rittler.	Fertilizer fact'y	 6	One-story frame.	Loss \$25; recall 12.56 p. m.; sparks from stack.
Tuesday	11 48	7.04	338 Smallwood street.	Samuel Kumel.	Dwelling	 14	Two-story brick.	Loss \$129.98; recall 7.36 p. m.; defective flue.
Wednesday	12 428	6.47	900 W. Lexington st.	William C. Kraft.	Dwelling	 13	Three-story brick.	Loss \$85.36; recall 7.12 a. m.; unknown.
Thursday	13 418	9.59	321 N. Howard street.	John Crookard.	Paper hanging store.	7 2	Three-story brick.	Loss \$50; recall 10.27 a. m.; supposed incen-diary.
Thursday 2d alarm.	13 134	9.12 9.16	220 Mill street.	Richard Mabce.	Cooper shop.	3, 4 1, 3	Two-story brick.	Loss \$540; recall 10.55 p. m.; unknown.
Saturday	15 262	10.39	1045 N. Broadway.	William Gilroy.	Stable.	 9	Two-story frame.	Loss \$63.60; recall 11.24 p. m.; unknown.
Saturday	15 394	5.31	Elm ave., "annex."	Woodberry, Ellsworth Lewis.	Stable.	2, 3, 4, 7 Chem. 9	Two-story frame.	Loss \$322.80; recall 7.24 a. m.; unknown.
Sunday 2d alarm.	16 51	6.22	N. E. corner Light and Lombard streets.	The J. O. Schimmel Preserving Co.	Preserve fact'y	4, 15, ... 1, 2 15 Chemical	Four-story brick.	Loss \$321.24; recall 7.58 p. m.; unknown.
Monday	17 17	3.43	Madeira alley, near Pratt street.	Samuel W. Lawler	Stable.	3, 11 3	Two-story brick.	Loss \$452.11; recall 5.24 a. m.; unknown.
Wednesday	19 484	7.09	18 Louden lane, "annex"	David Hoffman.	Dwelling	 1 Chemical.	Two-story brick.	Loss \$3; recall 7.53 p. m.; explosion of coal oil lamp.

Thursday	20	483	7.01	32 Garrison lane, "annex."	William Frankel.	Dwelling	1 Chemical.	Three-story brick.	Loss \$11; recall 7.20 p. m.; explosion of gasoline stove.
Friday	21	624	5.40	1120 Peach alley	John Keyser	Dwelling	6	Two-story brick.	Loss \$5; recall 5.47 p. m.; explosion of gasoline stove.
Friday	21	215	8.32	1225 Jackson street.	Frederick James.	Dwelling	6, 9	Two-story and attic brick.	Loss \$1,162.87; recall 10.08 p. m.; explosion of coal oil lamp.
Saturday	22	332	12.12	758 St. Mary street.	Unoccupied		4	Two-story brick.	Loss none; recall 12.31 a. m.; boys playing with fire.
Saturday	22	321	10.17	641 George street.	Joseph Brown	Dwelling	7	Three-story brick.	Loss \$15; recall 10.29 a. m.; unknown.
Saturday	22	485	7.16	Frederick rd., "annex."					Loss none; recall 7.51 p. m.; burning of a pile of brush in a field.
Saturday	22	475	9.07	Vincent alley, near Thomas Hill.	Thomas Hill	Stable.	8, 13, 14	Two-story brick.	Loss \$21.21; recall 12.14 a. m.; 23d; unknown.
Sunday	23	472	1.56	Liberty rd., near North Hamilton	Hamilton Easter.	Barn and stable.	13	Two-story frame.	Loss \$909.20; recall 8.10 a. m.; smoking in hay loft; Ross F. Kibler burned to death.
Monday	24	212	12.14	610 E. Baltimore street.	Frank & Davis.	Dry goods store	3, 4	Four-story brick.	Loss \$650; recall 1.31 a. m.; incendiary.
Monday	24	292	3.18	Gilmore lane and Bar-	Albert Shriver	Dairy and stable	6	One-story frame.	Loss \$1,460; recall 6.55 a. m.; unknown.
Monday	24	216	4.26	609 Alsqith street.	John Ross. Lewis Rosenthal.	Tailor shop and dwelling.	3, 4, 5 Chem. 6	Three-story brick.	Loss \$8; recall 4.39 p. m.; explosion of gasoline stove.
Tuesday	25	485	1.40	Hoffman lane, near Charles H. Hamel.		Corn-house and stable.	1 Chemical.	One and two-story frame.	Loss \$450; recall 2.48 p. m.; unknown.
Wednesday	26	397	1.55	306 One-and-a-half st., "annex."	William Webb	Dwelling	3 Chemical.	Two-story brick.	Loss \$2.75; recall 2.37 p. m.; overheated stove.
Thursday	27	24	1.55	339 and 341 N. Gay st.	Lewis Kaufman	Toy and notion store.	6	Four-story brick.	Loss \$57.91; recall 2.37 a. m.; unknown.
Thursday	27	123	9.24	293 Smith's wharf	M. J. Rose & Son	Naval stores	3, 4, 6, 15	Four-story brick.	Loss \$2,263.42; recall 10.58 a. m.; unknown.
Thursday	27	134	10.12	Union Dock.	William G. Michael	Kindling wood mill.	1, 2, 3, 4, 5, 6, 7, 9, 10, 15, 16	One-story frame.	Loss \$17,464.74; recall 11.45 a. m.; 28th; sparks from stack.
Thursday	27	34	10.17		R. T. Waters & Son.	Lumber shed.		One-story frame.	
Thursday	27	34	10.20		James Roland	Paper & cotton warehouse.		Four-story brick.	

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Hour 'Hour' Box A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	STYLE OF BUILDING.	REMARKS.
Saturday	29 525 11.53 . . .	122 Hanover street. . .	Guest & Hedian . .	Paper wareh'se. .	2 2 15 Chemical	Four-story brick.	Loss \$100; recall 12.30 p. m.; h cat from furnace.
Saturday	29 153 . . .	116 609 & 611 S. Caroline st.	Marcus & Bro. . . .	Quilt factory. . .	5 3	Two-story brick.	Loss \$7; recall 1.53 p. m.; sparks from stack.
Saturday 2d alarm.	29 413	853 200 W. Fayette street. 853	Emory & Co.	Paint & oil store	1, 2, 4, 7, 15, 1, 2	Four-story brick.	Loss \$2,985.42; recall 10.30 p. m.; sparks from tinner's fire-pot.
Monday	31 714 . . .	1012 Webster st., near Fort avenue.	John Allers.	Limestonehouse	12 6	One-story frame.	Loss \$40; recall 10.47 p. m.; lime slaking.
November, Tuesday	1 526 . . .	5133 145 W. Camden street .	Lewis Singer & Son	Grocery store & dwelling.	2	Three-story brick.	Loss \$5; recall 5.21 p.m.; lighted match dropped in gasoline can.
Tuesday	1 493 . . .	804 326 Bloomingdale road, "annex."	Philip M. Slicer. . .	Stable.	1 Chemical. . . .	Three-story brick.	Loss \$85; recall 9.00 p. m.; unknown.
Tuesday	1 34 . . .	1114					Loss none; recall 11.25 p. m.; false alarm.
Thursday	3 314 . . .	1010 126 W. Franklin street.	J. Swan Frick . . .	Dwelling	7	Four-story brick.	Loss none; recall 10.22 p. m.; spontaneous combustion.
Saturday	5 415 . . .	1252 222 W. Baltimore street	Hartman & Dunbracco.	Furniture store	1, 15 2	Five-story brick.	Loss \$10; recall 1.26 p. m.; unknown.
Saturday	5 156 . . .	455 1634 Thames street . . .	J. Chemiclewski. .	Tenement house .	 3	Three-story brick.	Loss \$30; recall 5.13 p. m.; overheated stove.
Saturday	5 128 . . .	823 101 & 103 Market space .	L. H. Neudecker. .	Cigar factory. .	3 1	Four-story brick.	Loss \$145.80; recall 9.05 p. m.; burning chimney.
Tuesday	8 365 . . .	657					Loss none; recall 7.09 p. m.; false alarm.
Tuesday	8 417 . . .	803 547 Columbia avenue. .	G. B. Costin.	Grocery store & dwelling.	10	Three-story brick.	Loss \$20; recall 8.12 p. m.; unknown.
Tuesday	8 383 . . .	816 544 Robert street	Julian Hammersley	Dwelling		Three-story brick.	Loss none; recall 8.32 p. m.; back draft from chimney.
Tuesday	8 285 . . .	905 Harford road, n'r Jenkins lane, "annex."	Unoccupied		5 Chemical. 7 . .	Two-story frame.	Loss \$50; recall 10.00 p. m.; incendiary.

Tuesday	8	393	10.56	Falls road, near Merryman's lane, "annex."	Henry W. Rogers.	Woods	1	Three-story brick.	Loss none; recall 12.00 p.m.; woods set on fire by boys.
Wednesday	9	12	4.26	425 E. Baltimore street.	New York Photograph Co.	Photograph gallery.	1	Three-story brick.	Loss \$120; recall 4.54 p.m.; unknown.
Thursday	10	521	10.28	11 W. Camden street	W. Kranz & Co.	Commission warehouse.	2	Three-story brick.	Loss \$28.41; recall 11.38 p.m.; defective flue.
Friday	11	343	1.46	Maryland avenue, near Oliver street.	Philip Walsh & Sons	Planing mill.	15	Three-story brick.	Loss none; recall 2.00 p.m.; sparks from stack.
Saturday	12	517	6.32	Deals Shore, near Harman's Bridge, Baltimore County.	Maryland Glass Co.	Glass factory.	10	One-story frame.	Loss \$56.49; recall 11.37 p.m.; unknown.
Saturday	12	61	7.52	23 E. Lee street.	Lucy Diggs.	Dwelling.	2	Three-story brick.	Loss \$165; recall 8.02 p.m.; unknown.
Sunday	13	123	4.00	104 S. Gay street.	Geo. F. Adams & Co.	Printing office.	3	Four-story brick.	Loss \$83.43; recall 4.56 a.m.; unknown.
Sunday	13	24	7.55	511 N. Caroline street.	Wm. Norris	Dwelling.	9	Three-story brick.	Loss \$64; recall 8.33 a.m.; overheated stove-pipe.
Monday	14	35	7.39	548 Falls road, Woodberry, "annex."	Nathaniel E. Parsons.	Tin shop and dwelling.	9	Two-story and attic frame.	Loss \$39.11; recall 9.57 a.m.; defective flue.
Monday	14	26	7.55	621 N. Eden street	Benj. Cromwell	Dwelling.	6	Three-story brick.	Loss \$97.33; recall 8.08 a.m.; sparks from stove.
Monday	14	464	6.53	23 S. Stricker street	B. X. Rosenbaum	Dwelling.	14	Three-story brick.	Loss \$50; recall 7.33 p.m.; heat from furnace.
Tuesday	15	75	1.24	1110 Towson street	Unoccupied		12	Three-story brick.	Loss \$500; recall 3.04 a.m.; incendiary.
Tuesday	15	543	12.10	1233 William street.	Mrs. Clara Richardson.	Dwelling.	6	Three-story brick.	Loss \$52.74; recall 12.25 p.m.; explosion of gasoline stove.
Tuesday	15	531	5.06						Loss none; recall 5.28 p.m.; false alarm; wind crossing wires.
Wednesday	16	143	12.11	1401 E. Pratt street.	Moses Bass & others	Tenement house	3	Three-story brick.	Loss \$10; recall 12.25 a.m.; explosion of gas-line stove.
Wednesday	16	38	9.05	2027 Brunt street.	Martha Pinkney	Dwelling.	13	Three-story brick.	Loss \$22.50; recall 9.30 a.m.; overheated stove-pipe.
Thursday	17	284	8.53	517 Jefferson street, Oxford, "annex."	John Davis.	Dwelling.	4, 5	Two-story frame.	Loss \$80; recall 10.46 p.m.; defective flue.
Friday	18	41	4.33	6 and 8 St. Paul street.	James Durham.	Hotel and restaurant.	4	Four-story brick.	Loss \$72; recall 4.50 p.m.; overheated stove-pipe.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	T. & Co. H	STYLE OF BUILDING.	REMARKS.
Saturday	19 413	10.22	134 W. Fayette street.	Moses Hummel.	Dwelling.	.....	2	Three-story brick.	Loss none; recall 10.31 p. m.; burning chimney.
Monday 2d alarm.	21 123	12.24 12.25	233 Smith's wharf.	Magnum Grease Co.	Axle grease factory.	3, 4, 5, 6, 9, 15	1, 3	Four-story brick.	Loss \$1,223.21; recall 1.40 p. m.; kettle of grease boiling over.
Monday	21 342	10.44	38 W. Preston street.	Michael Ledwith.	Dwelling.	7	4	Two-story frame.	Loss \$192.16; recall 11.40 p. m.; incendiary.
Tuesday	22 394	3.38	Falls road, Woodberry, " annex."	Unoccupied.	.....	2, 3	Chemical	Three-story frame.	Loss \$25; recall 4.55 p. m.; incendiary.
Tuesday	22 383	4.05	214 Etting street.	John Collins.	Dwelling.	13	4	Two-story brick.	Loss \$210.31; recall 4.50 p. m.; sparks falling from stove-pipe hole.
Tuesday	22 145	6.30	1408 Hampstead street.	Henry Plitt.	Dwelling.	3	3	Three-story brick.	Loss \$294.06; recall 7.14 p. m.; upsetting of coal oil lamp.
Wednesday	23 52	5.02	606 S. Sharp street.	J. T. Redman.	Bakery & dwlg.	2, 15, 15	2, 6	Three-story brick.	Loss \$762.25; recall 7.09 a. m.; heat from bake oven.
Wednesday	23 34	5.28	1018 Cathedral street.	Thos. Hughes.	Dwelling.	7	.....	Three-story brick.	Loss \$66.12; recall 5.41 p. m.; gas jet igniting lace curtains.
Thursday	24 230	12.34	2821 E. Fayette street.	Philip Aaron.	Stable	5	3	One-story frame.	Loss \$634.21; recall 1.49 a. m.; supposed incendiary.
Thursday	24 261	12.10	1300 E. Eager street.	Edward Gillen.	Dwelling.	9	5	Three-story brick.	Loss \$65.10; recall 12.37 p. m.; defective flue.
Thursday	24 15	6.06	411 S. Broadway.	A. J. Lawler.	Dry goods store	3, 5, 9	3	Three-story brick.	Loss \$3,450.58; recall 7.04 p. m.; unknown.
Friday	25 624	2.30	1049 S. Howard street.	Sarah Brown.	Dwelling.	2	6	Three-story brick.	Loss \$70.35; recall 3.21 a. m.; burning soot falling from chimney.
Friday	25 321	11.35	641 W. Mulberry street.	Charles H. Myers.	Dwelling.	.....	4	Three-story brick.	Loss \$34.58; recall 11.55 a. m.; children playing with matches.
Saturday 2d alarm.	26 265	10.57 10.55	Hoffman street, near Broadway.	Clendenin Brothers, Sumner & Gerlach.	Blacksmith shop Sash factory.	3, 4, 6, 7, 9	4, 5	Two-story frame.	Loss \$5,223.38; recall 3.50 a. m., 27th; sparks from forge.

Sunday	27	217	...	5.40	1032 N. Front street...	Morris Biernan...	Tenement house 6, 9	1	Three-story brick.	Loss \$300; recall 5.56 p. m.; overheated stove.
Monday	28	525	2.19	...	115 Hanover street...	Bernard Bernstein & Co.	Cloth warehouse 2	2	Five-story brick.	Loss \$3,300; recall 3.10 a. m.; unknown.
Monday	28	154	8.40	...	1417 Thames street...	Miller & Bros.	Storage warehouse	3	Three-story brick.	Loss \$65.30; recall 9.02 a. m.; defective flue.
Monday	28	121	11.29	...	412 E. Lombard street.	Joseph D. Ford and others.	Office building	1	Five-story brick.	Loss \$120.20; recall 12.31 p. m.; fire dropping from grate.
Monday	28	134	...	6.44	Union dock and Locust street.	James Corner & Sons.	Naval stores	2, 3, 4, 5, 6, 15	Two-story brick.	Loss \$2,265.03; recall 11.30 p. m.; spontaneous combustion.
Tuesday	29	341	1.04	...	1128 N. Charles street.	N. W. Williams.	Dwelling	4, 6, 7	Three-story brick.	Loss \$23.50; recall 3.26 a. m.; heat from furnace.
Wednesday	30	324	9.25	...	535 Oxford street.	Basil Harris	Dwelling	13	Three-story brick.	Loss \$35; recall 9.50 a. m.; sparks from stove.
Wednesday	30	38	...	1.37	1543 Woodyear street.	Sarah Shorter	Dwelling	13	Two-story brick.	Loss \$40; recall 2.03 p. m.; overheated stove.
December.										
Thursday	1	404	...	6.40	Foot of Calhoun and Stricker streets.	B. & O. R. R. Co.	Car repair shop	1, 8, 10, 13, 14	One-story frame.	Loss \$10,500; recall 11.46 p. m.; sparks from locomotive.
Friday	2	155	...	1.15	231 S. Caroline street.	Patrick Farrell	Dwelling	3	Two-story brick.	Loss \$18.15; recall 1.26 p. m.; overheated stove.
Friday	2	40	...	1.34	1711 Hollins street.	George R. Collins	Dwelling	14	Three-story brick.	Loss \$148.85; recall 2.03 p. m.; children playing with matches.
Saturday	3	363	...	7.09	615 N. Fremont street.	Samuel Goldsmith.	Stable	8	Two-story brick.	Loss \$43; recall 7.36 p. m.; unknown.
Saturday	3	837	...	7.49	215 South street	J. C. Graftin & Co.	Bag factory.	...	Four-story brick.	Loss none; recall 8.18 p. m.; false alarm.
Sunday	4	123	2.59	...	115 S. Gay street	Chas. W. Clark & Son.	Lime & cement warehouse.	4	Three-story brick.	Loss \$5; recall 3.06 a. m.; incendiary.
Sunday	4	12	11.17	...	...	...	...	...	...	Loss none; recall 11.21 a. m.; false alarm.
Sunday	4	21	...	12.58	421 E. Saratoga street.	W. L. Mullikin & Co.	Hide and tallow warehouse.	1	Three-story brick.	Loss none; recall 1.05 p. m.; smoking stove.
Sunday	4	484	...	11.42	Lehman st., n'r Brunswick st., "annex."	George Hanna & Philip Leydecker.	Stables	8, 14	Two-story frame.	Loss \$1,258.38; recall 1.50 a. m.; 5th; parties smoking.
Monday	5	128	12.53	...	58 Centre Market space	Henry Mathesug.	Saloon & lodging house.	1, 3	Three-story brick.	Loss \$364.04; recall 1.59 a. m.; overheated stove.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1892.

DATE.	Box	Hour A. M.	Hour P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	TOTAL CO H	STYLE OF BUILDING.	REMARKS.
Tuesday	6 412	...	3.44	104 W. Baltimore street.	Henry W. Dieck.	Stationary store	15 15 Chemical	2	Four-story brick.	Loss \$124; recall 4.54 p. m.; heat from furnace pipe.
Tuesday	6 322	...	8.50	618 N. Eutaw street	Francis H. Moore	Furniture repair shop.	7	4	Two-story brick.	Loss \$65; recall 9.25 p. m.; unknown.
Wednesday	7 254	3.45	...	1715 Latrobe street.	Rose Gross	Dwelling	9	...	Three-story brick.	Loss \$30; recall 4.50 a. m.; overheated stove.
Wednesday	7 221	9.40	...	Holliday street, near Pleasant street.	Henry McShane Co.	Iron foundry	4	1	One-story frame.	Loss \$35; recall 9.55 a. m.; tin pot boiling over.
Wednesday	7 424	...	2.49	Waesche street, near Fremont street.	City of Baltimore	Female Colored School No. 7.	8	2	Three-story brick.	Loss \$65; recall 3.14 p. m.; incendiary.
Wednesday	7 424	...	3.44	...	...	...	...	...	...	Loss none; recall 4.00 p. m.; false alarm.
Wednesday	7 165	...	9.45	1603-1609 Fairmount avenue.	Hughes & Hupfeld.	Furniture factory	...	...	Four-story brick.	Loss none; recall 9.52 p. m.; sparks from stack.
Thursday	8 158	...	4.37	854 S. Bond street.	Wm. Loswinski.	Saloon and tenement house.	...	3	Three-story brick.	Loss \$3.00; recall 4.55 p. m.; overheated stove.
Friday	9 314	2.53	...	412 State street.	Annie Ward	Dwelling	8	4	Two-story brick.	Loss \$25.35; recall 5.31 a. m.; party smoking.
Friday	9 561	10.14	...	...	...	...	...	...	...	Loss none; recall 10.32 a. m.; boys setting fire to coal oil in gutter.
Saturday	10 321	1.57	...	522 W. Franklin street.	John E. Buck & Co.	Wooden ware store.	1, 7, 8, 15.	2, 4	Three-story brick.	Loss \$2,500.50; recall 4.47 a. m.; unknown.
Saturday	10 412	1.39 9.36	...	105 W. Baltimore street.	Unoccupied	...	15 Chemical	2	Five-story brick.	Loss none; recall 9.53 a. m.; lighted cigar thrown down grating.
Monday	12 221	...	2.30	Saratoga street, near Holiday street.	...	...	...	...	...	Loss \$89.00; recall 2.40 p. m.; leaking gasoline set on fire by boys.
Tuesday	13 158	8.10 8.24 8.24	...	Bond and Thames sts.	Alex. Brown and others.	Cotton storage warehouse.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.	2	Four-story brick.	Loss (not adjusted); recall 10.00 a. m., 15th; unknown.
Tuesday	13 351	8.13	...	1212 Eutaw place.	Bernard Carter.	Dwelling	15 Chemical	4	Three-story brick.	Loss none; recall 9.20 a. m.; burning chimney.

Tuesday	13	285	9.17	229 Gorsuch ave., "an- nex."	Wm. Cosman.	Dwelling	5	Chemical.	7	Two-story brick.	Loss \$8.00; recall 10.15 p. m.; explosion of coal oil lamp.
Tuesday	13	437	11.13								Loss none; recall 11.22 p. m.; false alarm.
Tuesday	13	423	11.42	747 W. Baltimore street.	John Foos	Shoe store			2	Three-story brick.	Loss \$5.00; recall 12.10 a. m. 14th; electric light wire.
Wednesday	14	14	9.25	725 Swann street	Louis Fride.	Dwelling	3			Three-story brick.	Loss \$52.50; recall 9.35 p. m.; sparks from stove.
Thursday	15	623	9.47	25 Henrietta street.	Chas. Krial.	Grocery store	2			Three-story brick	Loss none; recall 10.05 p. m.; unknown.
Saturday	17	245	6.04	1146 E. Lexington street	John T. Brown.	Coal yard office.			1	One-story brick.	Loss \$65.00; recall 6.20 p. m.; explosion of coal oil lamp.
Tuesday	20	6	8.50	119 S. Calvert street	Wells & McCordell.	Feed store	2, 3, 4, 6, 15.	1, 2, 3		Four-story brick.	Loss \$2.187; recall 12.01 a. m.; 22d; incendiary.
Wednesday	21	328	3.41	Division street, near Lanvale street.	City of Baltimore	Grammar School No. 6.	13		4	Two-story brick.	Loss \$40; recall 4.15 p. m.; defective flue.
Wednesday	21	61	7.46	39 & 41 E. Lee street	Foote, Hughes & Co J. M. Fisher.	Oyster packers. Cigar box factory	2, 4, 12, 15.	2, 6.		Three-story brick.	Loss \$143.48; recall 11 9.20 p. m.; overheated stove.
Wednesday	21	542	9.48	46 S. Charles street.	Alfred Ely & Co.	Machinists' sup- plies.	15			Four-story brick.	Loss none; recall 9.55 p. m.; spontaneous com- bustion.
Thursday	22	297	10.21	2021 Barclay street, "an- nex."	Robt. V. Blake.	Dwelling	3	Chemical.		Two-story brick.	Loss \$124.00; recall 10.55 a. m.; lighted cigar left on table.
Thursday	22	35	7.11	913 Morris alley	George Emory.	Dwelling	13		4	Three-story brick.	Loss \$54; recall 7.47 p. m.; overheated stove.
Thursday	22	517	10.22	Bayard street, near Kildgley street.	Swindell & Sons	Glass works	2, 10.		6	One-story brick.	Loss \$21.50; recall 10.50 p. m.; unknown.
Friday	23	431	7.30	775 W. Pratt street.	August Roller	Dwelling	1, 10.		2	Three-story brick.	Loss \$52.50; recall 7.56 p. m.; unknown.
Friday	23	44	8.20	312 E. Baltimore street.	I. R. Amos.	Book bindery	4		5	Four-story brick.	Loss \$405.05; recall 9.05 p. m.; electric light wire.
Friday	23	419	10.35	228 N. Eutaw street	M. Sverez & Co.	Fur store.	1, 7, 8, 10, 13, 15.	2, 4.		Three-story brick.	Loss \$12,000.00; recall 2.06 a. m. 24th; over- heated stove.
Saturday	24	317	12.49	Northeast cor. St. Paul and Centre streets.	Edward Lloyd Mrs. H. Rahbe.	Restaurant. Boarding house.	4			Five-story brick.	Loss \$167.50; recall 1.31 a. m.; gas jet igniting woodwork.
Saturday	24	391	12.33	Druid Hill Park, "an- nex."	City of Baltimore	Boat house.	2	Chemical.	4	One-story frame.	Loss \$50.00; recall 2 03 p. m.; sparks from chim- ney.

RECORD OF FIRES AND ALARMS FOR THE YEAR ENDING DECEMBER 31, 1902.

DATE.	BOX	Hour A. M. P. M.	LOCALITY.	OCCUPANT.	HOW OCCUPIED.	ENGINES IN SERVICE.	STYLE OF BUILDING.	REMARKS.
Saturday	24 215 . . .	12.40	121 Hulls lane.	Mrs. J. Slaughter.	Dwellings	3, 6, 9	Two-story frame.	Loss \$1,379.00; recall 2.37 p. m.; child playing with fire; child 3 years old burned to death.
			123 Hulls lane.	Susan Wilson.			Two-story frame.	
			125 Hulls lane.	Chas. Davenport.			Two-story frame.	
			127 Hulls lane.	Mrs. M. Post.			Two-story frame.	
			129 Hulls lane.	Mary Bush.			Two-story frame.	
Saturday	24 244 . . .	2.08	1006 Greenmount ave.	Andrew King	Provision store		Three-story brick.	Loss none; recall 2.34 p. m.; hot ashes in a wooden box.
Saturday	24 45 . . .	3.54	323 N. Fremont street	Henry White.	Dwelling		Three-story brick.	Loss \$5.00; recall 4.45 p. m.; burning chimney.
Saturday	24 176 . . .	7.31	229 Montford avenue.	Dan'l Erickson	Dwelling		Two-story brick.	Loss \$45.00; recall 7.50 p. m.; clothes taking fire from lamp.
Saturday	24 514 . . .	9.07	328 & 330 W. Pratt street	J. Schneider & Sons, David Kaufman.	Shoe findings, ...	2, 15	Three-story brick.	Loss \$49.49; recall 10.10 p. m.; defective flue.
Saturday	24 163 . . .	9.56	15 N. Washington street	Mary Rollman	Clothing store. Dwelling		Three-story brick.	Loss none; recall 10.15 p. m.; upsetting of stove.
Saturday	24 215 . . .	10.45	415 N. Central avenue	Mary Beneke.	Dwelling		Three-story brick.	Loss none; recall 11.04 p. m.; smoke drifting over house.
Saturday	24 291 . . .	10.56	1529 Orleans street	Amos Rappold.	Dwelling	6, 9	Two-story brick.	Loss \$115.00; recall 11.22 p. m.; defective flue.
Sunday	25 614 4.45	. . .	308 E. Hamburg street.	Wm. Gilbert	Dwelling	12	Three-story brick.	Loss \$25.00; recall 4.56 a. m.; defective flue.
Sunday	25 261 . . .	1.04	1051 N. Central avenue.	Mrs. Catherine Ber- nike.	Dwelling		Three-story brick.	Loss \$125.00; recall 1.25 p. m.; unknown.
Monday	26 392 . . .	3.37	819 Remington place.	Dorsey Nash.	Dwelling	3 Chemical.	Three-story brick.	Loss \$6.50; recall 4.07 p. m.; children playing with matches.
Monday	26 357 . . .	3.39	131 W. Preston street	Emma Crutch	Dwelling		Two-story brick.	Loss \$135.50; recall 4.14 p. m.; overheated stove.
Tuesday	27 153 . . .	6.19	1436 Eastern avenue	Kimmel Klavausky	Tenement house		Three-story brick.	Loss \$50.00; recall 6.35 p. m.; falling of coal oil lamp.

Tuesday	27	415	7.07 17 N. Eutaw street. . .	Edward Winetrah. . .	15 Chemical 2 . . .	Three-story brick. Loss \$80.00; recall 9.50 p. m.; lighted paper thrown behind bath tub.
Thursday	29	299	4.10 2009 Oak st., "annex." . .	Thos. J. Smith. . .	3 Chemical. . . .	Three-story brick. Loss \$35.00; recall 4.34 p. m.; thawing water pipe with gasoline.
Friday	30	292	9.30 712 Jefferson st., "annex." . .	Wm. T. Macaulay. . .	5 Chemical. 7 . .	Two-story brick. Loss none; recall 10.07 p. m.; soot falling from chimney.

Total Fires and Alarms. 560—Loss \$833,965.65
Total Silent Fires and Alarms. 235—Loss 5,470.12
Total 795 Total . . . \$839,435.77

Number of Fires and Losses each year since the Organization of the paid Fire Department.

YEAR.	NO. OF FIRES.	LOSSES.
1859.....	98.....	\$ 350,000 00
1860.....	112.....	310,000 00
1861.....	115.....	60,000 00
1862.....	130.....	83,000 00
1863.....	138.....	120,482 33
1864.....	143.....	163,528 49
1865.....	163.....	71,358 00
1866.....	178.....	181,115 00
1867.....	193.....	293,045 00
1868.....	145.....	76,244 75
1869.....	187.....	398,259 09
1870.....	203.....	432,717 07
1871.....	226.....	475,391 00
1872.....	245.....	300,000 00
1873.....	265.....	892,628 58
1874.....	384.....	506,826 15
1875.....	348.....	608,351 30
1876.....	332.....	563,248 78
1877.....	420.....	438,715 57
1878.....	371.....	162,312 78
1879.....	306.....	192,654 54
1880.....	343.....	580,290 09
1881.....	324.....	454,773 35
1882.....	358.....	330,113 84
1883.....	399.....	561,520 00
1884.....	388.....	617,871 79
1885.....	474.....	441,743 06
1886.....	430.....	896,527 12
1887.....	496.....	1,162,359 26
1888.....	602.....	1,272,478 82
1889.....	545.....	477,329 07
1890.....	594.....	441,152 65
1891.....	676.....	650,009 73
1892.....	795.....	839,435 77

The total loss by fires in 34 yrs. has been \$15,405,482 98

REPORT

— OF THE —

SUPERINTENDENT

Police and Fire Alarm Telegraph.

REPORT.

BALTIMORE, January 1st, 1893.

To the Honorable Board of Fire Commissioners.

GENTLEMEN :

I herewith submit my annual report of the improvements, extensions and alterations in this department for the year ending December 31st, 1892, giving a detailed statement of work.

January.—Nothing but ordinary work was done during this month.

February.—Changed wires at Eutaw and Baltimore streets to get away from new building. Changed gong for Commissioner May to Charles and Eager streets. Moved gong and telephone at No. 6 Truck House.

March.—No important work done during the month.

April.—Put large gong in No. 7 Chemical House and changed wires.

May.—Put up eight thirty-five and one forty foot poles on Mulberry street, between Gilmore and Monroe streets; two thirty-five foot on Mount street, between

Mulberry and Franklin streets; twelve thirty-five foot; on Monroe street, between Mulberry and Baltimore streets; two thirty-five and one forty-five foot on Stricker street, between Mulberry and Lexington streets; one thirty-five foot on Fulton avenue, between Mulberry and Franklin streets; one fifty and one forty-five foot Stricker street and Patterson avenue; one thirty-five foot corner Lanvale street and Eutaw Place; one fifty and one forty-five foot Stricker street, near Patterson avenue; three thirty-five and one forty foot on Wilson street, between Madison avenue and Etting street; one thirty-five foot Chew and Stirling streets; one thirty-five foot Madison and Stirling streets; four thirty-five foot Mullikin street, between Ann street and Broadway; one forty-five foot Ann and Orleans streets; four forty foot on Wolfe street, between Chew and Biddle streets; one thirty-five foot on Gay street, near Lanvale street; two forty and six thirty five foot on St. Paul street, between Huntingdon avenue and Waverly; five thirty-five foot on Old York road, between Chestnut Hill and Dumbarton avenue; one seventy-five foot Gay and Lexington streets; one forty and two thirty-five foot on Conway street, between Charles and Light streets; four thirty-five foot on Ostend street, between Charles and Light streets; one forty and two thirty-five foot on Cathedral street, between Saratoga and Franklin streets; thirty-six thirty-five, four forty-five, six fifty and two fifty-five foot on North avenue, between Pennsylvania avenue and Bloomingdale road. Put following new boxes in service: 227 on Circuit 14, 331 on Circuit 11, 422 on

Circuit 11, 441 on Circuit 3, 335 on Circuit 26, 366 on Circuit 26, 266 on Circuit 17, 522 on Circuit 21, 298 on Circuit 16. Changed number of box South and Baltimore streets from 422 to 44. Changed route of No. 11 Circuit from Greene and Fayette streets along Fayette to Liberty, along Liberty to German, where old line was tapped. Extended 14 Circuit from Gay and Saratoga streets to Holliday and Saratoga streets, for Box 221; extended 11 Circuit from Franklin and Cathedral streets to Saratoga and Cathedral streets, for Box 331; extended 3 Circuit from Charles and German streets to Charles street and Bank lane, for Box 441; extended 26 Circuit from Morris alley and Lanvale street to Lanvale and Eutaw streets, for Box 335; extended 26 Circuit from Madison avenue and Wilson street to Wilson and Etting streets, for Box 366; extended 17 Circuit from Mullikin and Eden streets to Eden and McElderry streets, for Box 266; extended 21 Circuit from Charles and Conway streets to Light and Conway streets, for Box 522; extended 16 Circuit from Old York road and Chestnut Hill to Dumbarton avenue, for Box 298.

June.—Run two wires from Pennsylvania and North avenues along North avenue to Tenth street. Changed wires corner Patterson avenue and Stricker street from old to new poles. Changed Box 452, Lexington and Stricker streets, to new pole. Changed wires on Mullikin street, between Broadway and Ann street, to new poles. Changed wires corner Ann and Orleans streets and took down old poles. Changed Box 231 from old

to new pole. Changed wires on Wolfe street, between Madison and Gay streets, to new poles and took old poles down. Changed wires on Mullikin street, between Ann street and Broadway, to new poles. Changed wires on Poppleton street; also on Hollins street. Changed wires on Pratt street, between Eutaw and Greene streets, to new poles put up by Western Union Company. Changed wires in No. 4 Engine House on account of repairs. Changed wires in No. 5 Engine House. Changed route of No. 16 Circuit from Caroline and Preston streets, along Caroline to Gay to Broadway to Box 262; thence along to where it loops into Lineman Krouse's residence; thence down Caroline street to Box 267, where old line was tapped. Changed route of No. 9 Circuit from Gilmor and Mulberry streets, along Mulberry street to Fulton avenue; thence to Fulton avenue and Franklin street. Changed wires from Fulton avenue and Franklin street to Mulberry street and Fulton avenue, along Mulberry to Monroe street, where old line was tapped. Changed route of No. 4 Box Circuit and No. 5 Alarm from Mulberry and Gilmor streets, along Mulberry to Monroe; thence along Monroe to Baltimore street, where old line was tapped.

July.—Changed wires on Eutaw street, from Lombard to Barre streets, to new poles put up by B. & O. R. R. Telegraph. Changed route of 5, 6 and 22 Box Circuits from Sharp and German streets, along Sharp to Lombard street; thence to Eutaw street; thence to Barre street, where old line was tapped.

August.—Changed No. 2 Alarm Circuit at North Avenue bridge on account of new structure. Changed wires from roof of old Odd Fellows' Hall (Gay street) to poles; building torn down to open Lexington street. Changed wires at Biddle and Garden streets on account of improvements at Richmond Market.

September.—Changed route of No. 4 and 22 Box Circuits from Barre and Eutaw streets, along Eutaw to Ostend street, where old line was tapped. Changed Boxes 541 and 542 to new poles.

October.—Run two new copper wires from City Hall to Marine Hospital for Health Department, as per resolution of Councils. Changed Box 418 to new pole furnished by Brush Electric Light Company. Put up one thirty-five foot pole corner Pennsylvania avenue and Union street, to clear electric light wires. Changed wires at Preston street and Pennsylvania avenue. Changed wires Pennsylvania avenue and Wilson street. Changed Box 165 to new pole put up by Brush Electric Light Company. Changed Boxes 153 and 157 to new poles put up by same company. Put small gong in Assistant Chief Engineer Leddon's house. Put new alarm boxes at following points: 498, Wenstrom Works, on 25 Circuit; 536, Washington avenue and B. & O. R. R., on 6 Circuit; 497, North avenue and W. M. R. R., on 12 Circuit; 297, Guilford avenue and Twenty-first street, on 27 Circuit; 454, Harlem avenue and Schroeder street, on 11 Circuit; 527, Howard and Dover streets, on 4 Circuit; 546,

Howard and Hamburg streets, on 22 Circuit. The wires were extended to these points.

November.—Extended wires to new Engine House No. 18 in Annex. Moved telephone at No. 2 Engine House. Changed Boxes 235 and 269 to new poles put up by telephone company. Put small gong in Line-man Evans' house. Put new boxes 387 and 486 in service.

December.—Nothing but ordinary repair work done during the month.

CONDITION OF LINES.

The lines of the department continue in good condition and the service very satisfactory. My recommendation in last year's report to make the telephone line which connects all the engine and truck houses a metallic circuit was accepted, and the work has been completed. This change greatly relieves the line of induction from electric light wires and from those used for propelling street cars by electricity.

The length of this circuit, which was at least forty-five miles before it was made metallic, and the large number of telephones on it, prevent its working as well as some of the shorter circuits.

The improvement, however, has been marked, and its usefulness, especially after dark, when all electric lights are burning, is very noticeable, permitting the

officers of the Fire Department to communicate with any engine or truck company without trouble.

ADDITIONAL ALARM BOXES PUT UP IN 1892.

- 221 Holliday and Saratoga streets.
- 334 Winans' residence, (St. Paul street). Private.
- 498 Wenstrom Works.
- 536 Washington avenue and B. & O. R. R.
- 497 North avenue and W. M. R. R.
- 297 Guilford avenue and Twenty-first street.
- 335 Lanvale street and Eutaw Place.
- 366 Wilson and Etting streets.
- 266 Eden and McElderry streets.
- 299 No. 18 Engine House, Twenty-first street.
- 387 Pennsylvania and Fulton avenues.
- 454 Harlem avenue and Schroeder street.
- 527 Howard and Dover streets.
- 546 Howard and Hamburg streets.
- 227
- 331 Cathedral and Saratoga streets.
- 422 Howard and Fayette streets.
- 441 Charles street and Bank lane.
- 522 Light and Conway streets.
- 298 Chestnut Hill and Dumbarton avenue.
- 486 Millington avenue and Ramsay street.
- 332 Madison avenue and Orchard street.

PROTECTION FROM FIRE IN ANNEX.

Several alarm boxes have been placed in the Annex during the year, but the necessity is still great for.

better protection of life and property in that growing section. New houses have been built by the hundreds, and as many more are in course of construction, many of them handsome and valuable. This rapid growth cannot fail to repay the City for every dollar spent in its advancement at the expiration of the special tax rate.

As the residents of the Annex are now citizens of Baltimore, they are entitled to all the protection that can be given.

It is impossible to foresee the dangers that may arise from a scarcity of alarm boxes without which the department cannot be summoned, and it should be remedied as soon as possible.

KEYLESS DOORS.

We have now over one hundred alarm boxes equipped with this valuable door. Their value cannot be appreciated or understood except by those familiar with the work of the Fire Department and the necessity of saving every second in the beginning of fires. The boxes now having these doors protect mostly the business sections of the City, and no one can judge the amount saved through them. It is a fact, however, that a large number of fires have been recorded from these boxes where disastrous fires are looked for, yet the loss has been comparatively small, which must be attributed to the prompt arrival of the Fire Department.

Three times during 1892 persons discovering fires at night have been compelled to break the door of the fire-alarm box to sound the alarm because no one could be found with a key, one of these cases nearly resulting in loss of life. No stronger proof than this could be given of their value, and I must again recommend the placing of a certain number each year until the built up portion of our City is covered. The following boxes are suggested for this year: 132, 154, 156, 165, 234, 25, 259, 263, 264, 272, 324, 326, 327, 328, 34, 342, 346, 347, 359, 367, 37, 371, 429, 434, 435, 452, 46, 471, 532, 533, 534, 541, 542, 612, 613, 614.

OVERHAULING OF FIRE-ALARM BOXES.

The fire-alarm boxes of this department that have been in service over five years should be given a thorough overhauling.

The new telegraph system was turned over to the City in 1876, nearly seventeen years ago, with one hundred and fifty alarm boxes, which boxes have certainly seen that length of service, and while they have received constant attention, it can be readily seen they cannot be properly repaired unless taken to the factory.

While in New York sometime ago, Mr. Gardner, who has charge of the Gamewell Fire-Alarm Factory, informed me that the boxes sent to them from this department for repair or alteration were in very bad condition from wear. Insulation, which is of para-

mount importance, becomes defective and connections imperfect by constant exposure, such as our alarm boxes are subject to; then again the damage done them by electrical storms and by the frequent crossing of our wires with wires conveying extraordinary currents, leaves its bad effect. Frequently after troubles such as described, a thorough examination of every box is made, many times without discovering trouble, as it might not be noticeable to the eye at the time, but after a few weeks and sometimes months the defect will show up. At least two hundred boxes have been in service over ten years, the others being added from year to year since. This is a very important matter, and should receive prompt attention. The estimated cost is about twenty-five hundred dollars, which has been added to my estimate for the year.

UNDERGROUND WIRES.

This subject has been treated at length in my reports for years past, and I can only reiterate that the necessity has not grown less, but increases every day, as the wires carrying powerful and deadly currents increase.

It looks as if something would at last be done in this direction, as two hundred and twenty-five thousand dollars (\$225,000) has been set aside in the Six Million Loan, and it is to be hoped the work will not be delayed longer than necessary.

ADDITIONAL FACILITIES FOR THE REPAIR DEPARTMENT.

The extensions of this department in the past five years have been great and require the constant attention of the linemen.

Electric light wires are steadily on the increase. Street railways are to be propelled by electricity, and other dangers confront us. This makes it necessary. We should be able to reach the linemen promptly day and night.

Two of them reside in the eastern section of the City and two in the western. We only have one team for them, which is stationed at No. 13 Engine House. In case of trouble at night the two living in the eastern section are called to the City Hall to await the arrival of the uptown linemen with the wagon.

My recommendation is that another horse and wagon be kept at No. 9 Engine House, which would be convenient for both linemen; then should the trouble be in the eastern section they could be communicated with by telephone and go to the trouble at once, without coming to the City Hall. In most cases they would be at the scene of trouble in a few minutes.

The adoption of this recommendation would add much to the efficiency of the Telegraph Department.

Six hundred dollars has been asked for in my estimate of expenses to purchase one horse and two wagons.

POINTS WHERE ALARM BOXES SHOULD BE PLACED.

Foot of West Falls avenue, with keyless door.

Baltimore and Fremont streets, with keyless door.

Gay street, between High and Exeter, with keyless door.

Mulberry and Howard streets, with keyless door.

Lafayette and Argyle avenues.

Canton avenue and Luzerne street.

Carey street and Riggs avenue.

Washington and Eager streets.

Carrollton avenue and Lexington street, keyless door.

QUARANTINE LINE.

This line has just been rebuilt, making it a metallic circuit, and is now giving most excellent service. Before it was rebuilt it was but a single wire, which was rendered useless by the electric railway to Curtis Bay. The work was ordered by special resolution of the Mayor and City Council. Only a sum sufficient for maintenance and repairs has been asked for.

WATER BOARD LINE.

This is but a single wire line, extending from the City Hall to Lake Roland, and connected with several intermediate stations. Electric light and street railway wires carrying powerful currents have ruined the service of this line. The only remedy is to run a wire parallel with the old circuit, making it metallic, which will restore its usefulness. This is an important line

and should always be in working order. A sufficient sum to make this change has been added to the estimate for maintenance and repairs.

BAY VIEW LINE.

This is also a single wire and used for telephone purposes. The same complaint comes from the Bay View Trustees of the imperfect and unsatisfactory work from the same causes. It will not take much to make it a metallic circuit, which is asked for in my estimate.

HOUSE OF CORRECTION LINE.

This line does not seem to be used much by the House of Correction authorities and no special complaint made. I ask for small sum for maintenance and repairs.

MATERIAL ON HAND IN LINEMEN'S DEPARTMENT.

14 4-pin arms.	3 cant hooks.
10 2-pin arms.	4 screw drivers.
25 bolts and washers.	2 tamping irons.
10 old shovels.	2 hand axes.
8 pike poles.	1 axe.
4 digging irons.	3 straps and vises.
2 wire reels.	$\frac{1}{2}$ mile copper wire.
3 saws.	100 glass insulators.
1 small truck.	100 galvanized staples.
2 monkey wrenches.	$\frac{1}{2}$ gross $1\frac{1}{2}$ -inch screws.
6 drawing knives.	25 pole brackets.

1 cold chisel.	$\frac{1}{2}$ keg of spikes.
1 grinding stone.	100 feet small rope.
4 pair plyers.	75 feet large rope.
7 bitts.	2 braces.

And a lot of old material not worth specifying.

MATERIAL NECESSARY FOR LINEMEN'S DEPARTMENT.

300 telegraph poles, different sizes.	
500 4-pin cross arms.	8 pike poles.
100 6-pin cross arms.	1 oil stone.
100 2-pin cross arms.	500 feet small rope.
50 T arms.	6 rolls gum tape.
50 backboards.	100 pole brackets.
2 doz. bot. watch oil.	250 lbs. of nails.
2 chisels.	50 lbs. of solder.
$\frac{1}{2}$ doz. bitts.	5 gallons linseed oil.
10 miles of copper wire.	100 caps for pipe.
1500 feet Grimshaw wire.	4 saws.
500 lbs. office wire.	300 staples.
6 new shovels.	2 cant hooks.
6 pair of plyers.	2 gross screws.
1000 glass insulators.	100 rubber hooks.
6 rolls of gum tape.	150 porcelain knobs.
1 bench vise.	1 brace.
1 gasoline fire pot.	1 pole truck.

MATERIAL FOR CENTRAL OFFICE.

2 office diaries.
3000 sheets department paper.
3000 department envelopes.
1000 sheets emory paper.
1 box register paper.

MATERIAL ON HAND IN BATTERY DEPARTMENT.

- 8 barrels of blue stone.
- 200 4 lb. zincs.
- 30 cells Leclanche battery (complete).
- 1 large scale.
- 2 copper scoops.
- 2 copper plates.
- 1350 cells of battery (in service).
- 8 jars for Gravity battery.
- And some old material.

MATERIAL NECESSARY FOR 1893.

- 45 barrels of blue stone.
- 1600 4-lb. zincs.
- 1000 coppers, Bishop's compound wire No. 14.
- 150 cells, Leclanche (Gonda) battery.
- 200 packages sal ammoniac.
- 500 Gravity jars.
- 200 binding posts.
- 100 Leclanche zincs.
- 35 gallons battery oil.
- 500 feet Grimshaw wire, No. 16 copper.
- 2 gallons turpentine.
- 1 gallon hard oil.
- 1 pair plyers.
- 2 dusting brushes.
- 2 paint brushes.
- 6 rolls gum tape.
- 15 pounds of waste.
- 1 dozen towels.
- 1 box of soap.

ESTIMATE OF EXPENSES FOR 1893.

	Per Annum.
1 Superintendent	\$3,000 00
4 Operators, \$1,200 each	4,800 00
1 Chief Lineman	1,200 00
3 Assistant Linemen	3,000 00
1 Batteryman	1,200 00
Total salaries	\$13,200 00
Material and labor for general repairs	3,000 00
Battery Department	2,900 00
Wear and tear of line	1,000 00
• Electrical apparatus, (central office)	100 00
Striking apparatus	75 00
Feed and horse-shoeing	500 00
General overhauling of fire-alarm boxes	2,500 00
House of Correction line	200 00
Water Board line, maintenance and to make metallic circuit	800 00
Bay View line, maintenance and to make metallic circuit	500 00
Marine Hospital line	250 00
Maintenance and repair of lines in Annex	1,000 00
Horse and two wagons for Linemen's De- partment	600 00
Insurance for eleven men in Telegraph De- partment	53 13
	\$26,678 13

The following are the employees of this department :

Operators—James F. O'Mailey, Alex. Crummer,
Frank L. McAleese, H. P. Lucas.

Substitute Operator—Jno. J. McCoy.

Chief Lineman—Jno. M. Nugent.

Assistant Linemen—Charles J. Hellings, Samuel A.
Knouse, Wm. H. Evans.

Batteryman—Robert Kain.

Thanks are tendered the members of the Police and
Fire Departments for assistance rendered, and to the
employees of this department for prompt and faithful
discharge of their duty.

Respectfully yours,

CHAS. J. McALEESE,

Supt. Police and Fire-Alarm Telegraph.

ANNUAL REPORT

—OF THE—

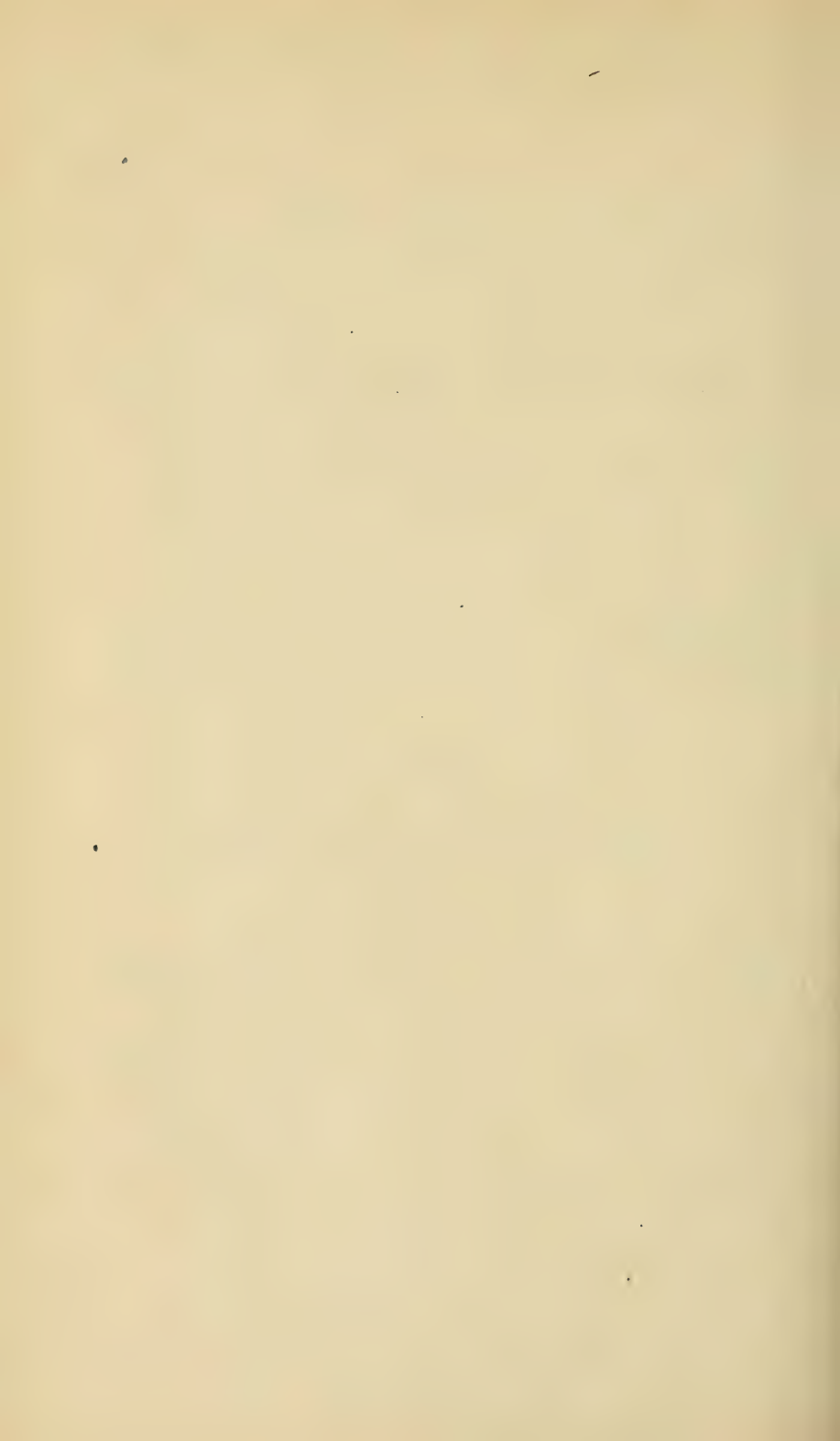
WATER DEPARTMENT

—TO THE—

Mayor and City Council of Baltimore,

— FOR THE —

Fiscal Year Ending December 31st, 1892.



OFFICERS OF THE WATER BOARD.

DECEMBER 31st, 1892.

COMMISSIONERS.

HON. FERDINAND C. LATROBE, MAYOR,

Ex-officio President.

D. MEREDITH REESE, *Secretary.*

WM. A. MARBURG,

JOHN E. HURST,

JOS. S. HEUISLER,

CLINTON P. PAINE,

FRANCIS H. HAMBLETON.

WATER REGISTRAR,

E. SHRIVER.

CHIEF ENGINEER,

R. K. MARTIN.

REPORT.

BOARD OF WATER COMMISSIONERS—CITY HALL.

BALTIMORE, January 2d, 1893.

*To the Honorable the Mayor
and City Council of Baltimore.*

GENTLEMEN:

In compliance with Ordinance No, 10, Section 3, the Water Board respectfully present the following report for the year ending December 31st, 1892:

There remained to the credit of the Water Department December 31st, 1891:

Permanent supply account...	\$ 3,833 52	
1926 Water Loan	11,842 04	
		\$15,675 56

The total net receipts for the year from all sources	\$836,480 36	
Less cash on hand December 31st, 1892.	2,199 79	
		834,280 57

Total	\$849,956 13	
Which has been applied to pay disburse- ments for the year ending December 31st, 1892, amounting to	894,195 79	

Showing a balance of \$44,239 66
overdrawn and due the Mayor and City Council.

The total net collections during the year for water rents, meter rents, plumbing bills, &c., was.....	\$778,726 51
Appropriations made by Mayor and Coun- cil for extension of main, fire-plugs, pumps and fountains.....	3,145 00
Water tax.....	54,608 85
	\$836,480 36

The 1892 water rents collected during the year show an increase of \$10,661.66 over 1891 water rents collected in 1891.

The receipts from meter rents were \$159,459.86, an increase of \$10,132.29. This increase would have been much larger had not the Board been compelled to refuse issuing permits for hydraulic elevators and water motors.

The receipts from back water rents and interest during the year show a decrease of \$8,903.77, as compared with receipts in 1891.

The disbursements for the past year were as follows:

For working expenses—fire-plugs, foun- tains, &c.....	\$187,705 47
For distributing mains.....	155,065 35
For construction of Guilford reservoir, Eastern pumping station, and force main.....	38,794 97
For twelve months' interest on bonds....	512,630 00
	\$894,195 79

The disbursements have increased owing to the Board's desire to meet the wants of manufacturing and domestic supplies. In this connection the expenditure of large sums for distributing mains has been a heavy drain on the income, as follows: In 1890, \$122,590.81; in 1891, \$150,757.76; in 1892, \$155,065.35, aggregating \$428,413.92 expended from the revenue for mains.

An annual appropriation was made in former years for fire-plugs, pumps and fountains. The erection and keeping in repair of same during 1890, 1891 and 1892, cost the department \$12,131.06, and the appropriations during the same period amounted to \$825.

These outlays, together with the expense of maintenance of new works and increased interest on bonds sold for construction, has left the Board a deficit of \$44,239.66.

Much is needed for the present year. The purchase of an additional pumping engine, for Eastern pumping station, of ten million gallons capacity, to keep up the supply of water for the middle and high service supplies, the dredging of Lake Roland and Loch Raven, the laying of large and small mains to supply new territory, have been fully considered by the Board, and for the execution of these betterments your Honorable Body is respectfully recommended to furnish means outside of the Department's present income.

Applications for 2,173 houses and warehouses were made in 1892, together with applications for sundry rents, will give an annual revenue of \$15,654.50.

The number of new fire-plugs erected during the year was 75, making a total of 1,420 fire-plugs in the City.

Since the rescinding of permits for elevator and motor supplies, the Board has given attention to the inordinate and unnecessary waste of water. Examinations of property are now being made with the view of correcting abuses.

For particulars of the completion of Guilford reservoir, the new pumping engine, work on mains at Lake Clifton gate house, and other engineering work, we respectfully refer you to the Chief Engineer's report herewith.

The statistical tables from the Water Registrar, also submitted herewith, give full explanations of receipts and disbursements.

The Board takes this occasion to express its regret at the retirement of Mr. John F. Hunter, after twenty-four years of valuable services as a member of the Board, a considerable portion of which time he acted as Secretary.

Respectfull submitted,

FERDINAND C. LATROBE,

Ex-officio President.

D. MEREDITH REESE,

Secretary.

WM. A. MARBURG,
JOHN E. HURST,
JOSEPH S. HEUISLER,
F. H. HAMBLETON,
CLINTON P. PAINE,

Commissioners.

Water Registrar's Report.

REPORT.

WATER REGISTRAR'S OFFICE—CITY HALL.

BALTIMORE, December 31st, 1892.

*To the Honorable the President
and Members of the Water Board.*

GENTLEMEN :

In compliance with City Ordinance No. 10, Section 8, the Registrar submits the following statements, showing the receipts and disbursements of the Registrar's Department for the year 1892.

The receipts for the year were as follows :

From 1892 water rents.....	\$403,295 70
“ 1891 “	125,215 84
“ 1890 “	5,413 66
“ 1889 “	2,695 25
“ meter rents.....	159,459 86
	\$696,080 31
Less discount on 1892 water rents.....	33,297 31
	\$662,783 00

Amount brought forward.....	\$662,783 00
From plumbing bills.....	109,097 46
“ interest on water rents.....	2,471 14
“ distributing mains.....	1,625 98
“ Lake Roland.....	1,569 15
“ profit and loss.....	22 00
“ Loch Raven.....	610 36
“ Lake Montebello.....	124 59
“ Jones’ falls conduit.....	7 00
“ pumps and fountains.....	26 00
“ H. S. pump house.....	7 00
“ Lake Clifton.....	196 23
“ H. S. reservoir.....	7 00
“ Druid Lake.....	29 60
“ fire plugs.....	150 00
“ Mayor and City Council appropri- ations.....	3,145 00
“ water tax.....	54,608 85
	<u>\$836,480 36</u>

The disbursements for the year were as follows :

Paid Plumbing Department.....	\$58,971 09
“ repairs.....	21,599 19
“ Lake Montebello.....	7,780 65
“ current expenses.....	6,574 02
“ H. S. pump house.....	22,423 06
“ Lake Roland.....	4,717 35
“ salaries.....	33,340 56
Amount carried forward.....	\$155,405 92

Amount brought forward	\$155,405 92
Paid temporary supply	636 41
“ Hampden reservoir	1,495 80
“ Loch Raven	6,736 01
“ Lake Clifton	3,375 94
“ Druid Lake	1,925 22
“ Mount Royal reservoir	771 69
“ H. S. reservoir	316 27
“ water courses	1,134 96
“ Jone’s falls conduit	120 00
“ stationery and printing	1,593 90
Working expenses	<u>\$173,512 12</u>
Paid distributing mains	155,065 35
“ fire-plugs, pumps and fountains	5,461 59
“ tools and fixtures	2,342 26
“ returned money	1,305 86
“ real estate	5,083 64
“ Guilford reservoir	23,308 75
“ Eastern pumping station	13,233 82
“ force main	2,252 40
“ interest	512,630 00
Total disbursements	<u><u>\$894,195 79</u></u>

The following statements exhibit in detail the financial transactions of the Department for the year 1892.

Statement A, Water Registrar’s cash account.

“ B, “ “ disbursement account.

“ C, trial balance, general ledger.

Statémént D, balance sheet.

“ E, receipts.

“ F, disbursements.

“ G, new supplies.

“ H, abatements.

“ I, comparative receipts.

“ K, balance remaining on the books of the
Department, December 31st, 1892.

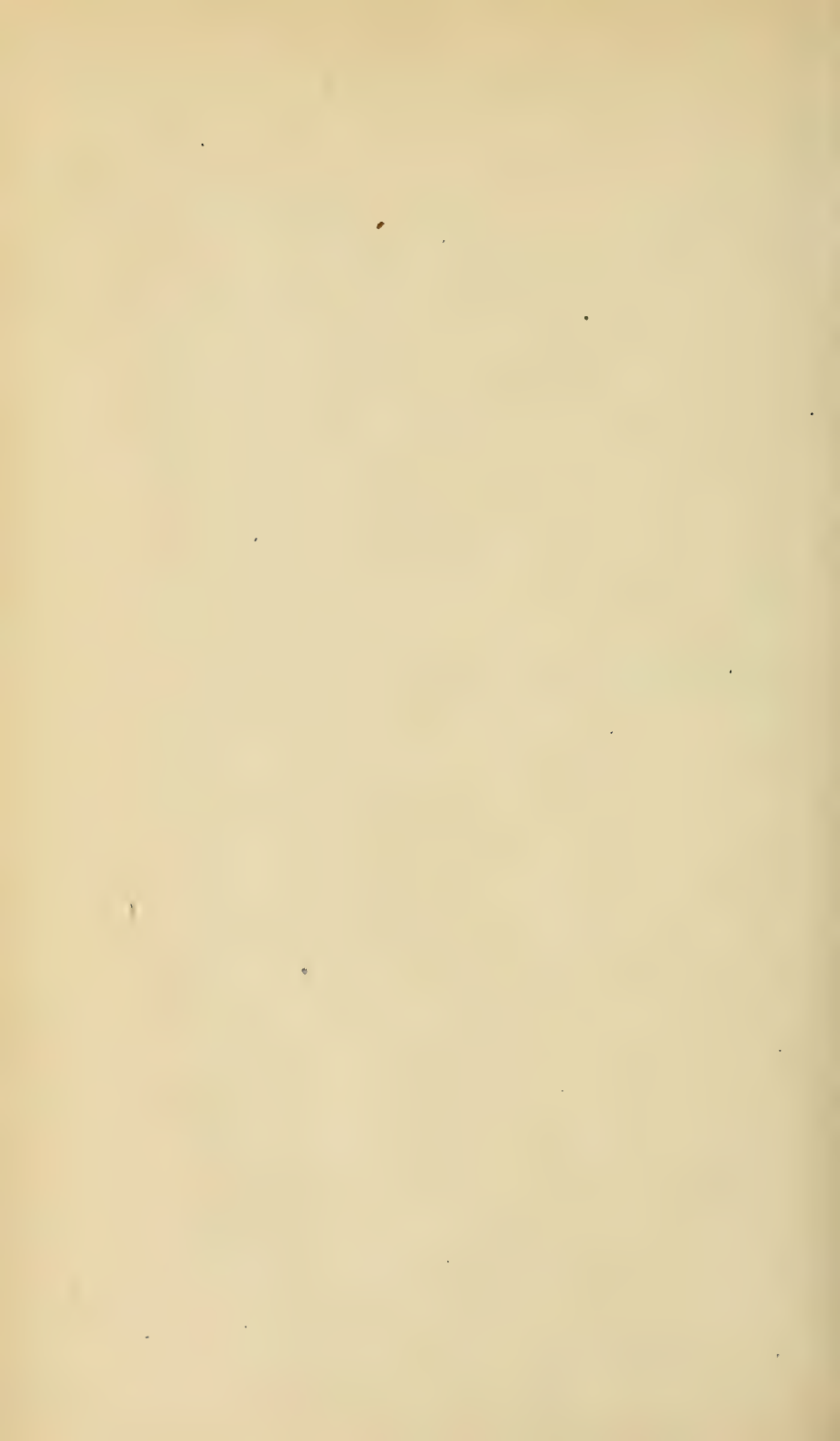
“ L, Revenue.

Most respectfully submitted,

E. SHRIVER,

Water Registrar.

STATEMENTS.



STATEMENT A.

Water Registrar's Cash Account for the Year 1892.

	Dr.	Cr.
To balance on hand Decem-		
ber 31st, 1891.....	\$2,119 23	
To water rents,		
1892.....	\$403.295 70	
Less discounts. 33,297 31		
		369,998 39
To water rents, 1891.....	125,215 84	
“ “ “ 1890.....	5,413 66	
“ “ “ 1889.....	2,695 25	
“ meter “	159,459 86	
“ interest on back water		
rents.....	2,471 14	
“ plumbing bills.....	109,097 46	
“ distributing mains.....	1,625 98	
“ Lake Roland.....	1,569 15	
“ Profit and Loss.....	22 00	
“ Loch Raven	610 36	
“ Lake Montebello.....	124 59	
“ Jones' falls conduit.....	7 00	
“ pumps and fountains..	26 00	
“ High service reservoir..	7 00	
“ High service pump house	7 00	
“ Lake Clifton.....	196 23	
“ Druid Lake.....	29 60	
Amount carried forward...		\$780,695 74

STATEMENT A—Continued.

	Dr.	Cr.
Am't brought forward...	\$780,695 74	
To fire-plugs.....	150 00	
“ appropriations by May-		
or and City Council...	3,145 00	
To water tax.....	54,608 85	
By deposit with City Reg-		
ister, January.....		\$108,121 70
By deposit with City Reg-		
ister, February.....		237,556 73
By deposit with City Reg-		
ister, March.....		51,601 32
By deposit with City Reg-		
ister, April.....		74,411 14
By deposit with City Reg-		
ister, May.....		49,829 54
By deposit with City Reg-		
ister, June.....		35,260 82
By deposit with City Reg-		
ister, July.....		62,599 46
By deposit with City Reg-		
ister, August.....		17,959 75
By deposit with City Reg-		
ister, September.....		21,137 87
By deposit with City Reg-		
ister, October.....		70,752 54
Amounts carried forward..	\$838,599 59	\$729,230 87

STATEMENT A—Concluded.

	Dr.	Cr.
Am'ts brought forward..	\$838,599 59	\$729,230 87
By deposit with City Register, November.....		12,630 12
By deposit with City Register, December.....		94,538 81
By balance on hand, December 31st, 1892		2,199 79

\$838,599 59	\$838,599 59
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STATEMENT B.

*Water Registrar's Disbursement Account for the
Year 1892.*

	Dr.	Cr.
To Water Board warrants drawn on the City Comp- troller during the year..	\$894,195 79	
By Guilford reservoir.....		\$23,308 75
“ Eastern pumping station		13,233 82
“ force main.....		2,252 40
“ distributing mains.....		155,065 35
“ fire-plugs.....		3,650 73
“ pumps and fountains...		1,810 86
“ tools and fixtures.....		2,342 26
“ returned money.....		1,305 86
“ Plumbing Department.		58,971 09
“ repairs		21,599 19
“ Lake Montebello..		7,780 65
“ current expenses		6,574 02
“ High service pump house		22,423 06
“ Lake Roland		4,717 35
“ Engineer's Department.		8,799 92
“ Registrar's Department		24,540 64
“ temporary supply.....		636 41
“ Hampden reservoir.....		1,495 80
“ Loch Raven		6,736 01
“ Lake Clifton.....		3,375 94
Amounts carried forward..	\$894,195 79	\$370,620 11

STATEMENT B—Concluded.

	Dr.	Cr.
Am'ts brought forward..	\$894,195 79	\$370,620 11
By Druid Lake		1,925 22
“ Mount Royal reservoir.		771 69
“ High service reservoir..		316 27
“ water courses.		1,134 96
“ Jones' falls conduit....		120 00
“ stationery and printing		1,593 90
“ real estate and water rights.		5,083 64
“ interest on water bonds.		512,630 00

•

\$894,195 79	\$894,195 79
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STATEMENT C.

Dr.

Trial Balance, General

Folio.		
6	Construction of new works.....	\$3,155,437 88
8	Real estate and water rights.....	772,010 57
10	Gunpowder real estate and water rights	232,288 45
12	Gunpowder permanent supply...	4,117,914 50
92	Water Registrar's cash	2,199 79
150	Lake Clifton, construction.....	724,303 60
152	Lake Clifton	3,179 71
157	Guilford reservoir	131,837 91
169	Distributing mains.....	2,455,287 08
178	Lake Clifton distributing mains..	409,991 92
187	Tools and fixtures.....	9,682 39
196	Water meters	10,697 26
208	Repairs.....	21,599 19
219	Lake Roland.....	3,148 20
222	Druid Lake.....	1,895 62
226	High Service reservoir.....	309 27
230	Hampden reservoir.....	1,495 80
234	Mount Royal reservoir.....	771 69
238	Printing and stationery.....	1,593 90
245	Current expenses	6,574 02
256	Engineer's department	8,799 92
260	Registrar's department.....	24,540 64
264	Returned money.....	1,305 86
270	Pumps and fountains.....	964 86
278	Loch Raven.....	6,125 65
284	Lake Montebello.....	7,656 06
288	High Service pump house.....	22,416 06
297	Fire-plugs.....	2,675 73
306	Eastern pumping station.....	104,495 04
320	Force main.....	183,182 94
322	Temporary supply.....	636 41
330	Water courses.....	1,134 96
334	Jones' falls conduit.....	113 00
338	Suction main.....	31,015 87
413	Discount.....	33,297 31
		\$12,490,579 06

STATEMENT C.

Ledger, December 31st, 1892.

Cr.

Folio.

1	City 6 per cent. water bonds	\$263,000 00
1	" 5 " "	8,737,000 00
1	" 4 " — "	1,500,000 00
2	Profit and loss	1,198,569 25
39	Mayor and City Council	44,239 66
368	Plumbing Department	49,218 70
452	Interest	2,471 14
496	Meter rents	159,459 86
517	1889 water rents	2,695 25
563	1890 "	5,413 66
587	1891 "	125,215 84
604	1892 "	403,295 70

\$12,490,579 06

STATEMENT D.

Dr.

Balance Sheet, General

Folio.

6	Construction of new works.....	\$3,884,123 65
8	Real estate and water rights.....	772,010 57
10	Gunpowder real estate and water rights.....	232,288 45
12	Gunpowder permanent supply	4,842,218 10
95	Water Registrar's cash	2,199 79
157	Guilford reservoir.....	131,837 91
170	Distributing mains	2,455,287 08
188	Tools and fixtures.....	7,340 13
196	Water meters.....	6,000 00
		\$12,333,305 68

STATEMENT D.

Ledger, December 31st, 1892.

Cr.

Folio.

1 City six per cent. water bonds.....	\$ 263,000 00
1 City five per cent. water bonds.....	8,737,000 00
1 City four per cent. water bonds.....	1,500,000 00
2 Profit and loss.....	1,789,066 02
39 Mayor and City Council.....	44,239 66

\$12,333,305 68

Receipts of the Water Department for the Year 1892.

Appropriation made by Mayor and City Council:

STATEMENT F.

Disbursements of the Water Department for the year 1892.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTALS.
Guilford reservoir.....	\$2,371 41	\$ 421 01	\$1,902 59	\$1,031 47	\$1,620 00	\$1,609 69	\$2,080 31	\$1,630 69	\$1,087 37	\$2,382 19	\$5,673 72	\$1,498 30	\$23,308 75
Eastern pumping station.....	1,559 13	6,736 28		4,938 41									13,233 83
Force main.....	2,213 00	38 90		50									2,252 40
	\$6,143 54	\$ 7,196 19	\$1,902 59	\$ 5,970 38	\$ 1,620 00	\$1,609 69	\$2,080 31	\$ 1,630 69	\$ 1,087 37	\$ 2,382 19	\$ 5,673 72	\$ 1,498 30	\$ 38,794 97
Distributing mains.....	5,334 87	10,041 10	4,839 68	22,840 35	15,418 15	7,777 31	9,777 74	17,167 36	17,772 94	13,638 63	15,077 43	15,379 79	155,065 35
Fire-plugs.....	117 28	220 28	1,073 50	805 69	396 40	254 17	160 20	95 40	149 42	211 03	44 02	123 34	3,650 73
Pumps and fountains.....	108 60	87 91	96 78	329 08	78 00	87 98	108 53	88 63	162 30	209 09	199 39	254 57	1,810 86
Tools and fixtures.....	337 34	245 94	355 06	224 34	177 02	260 33	142 18	43 38	71 53	277 41	143 32	64 41	2,342 26
Returned money.....	23 85	100 38	41 75	399 46	171 04	178 15	101 79	157 01	50 39	7 48	33 88	40 68	1,305 86
Plumbing Department.....	4,176 99	2,267 49	2,361 85	5,083 27	4,823 91	5,249 07	5,315 74	4,883 10	7,677 72	5,645 76	6,348 70	5,137 49	58,971 09
Repairs.....	1,183 04	1,147 86	1,356 66	1,870 91	1,749 22	1,948 21	2,935 55	1,836 90	1,783 90	1,881 80	1,703 33	2,201 81	21,599 19
Lake Montebello.....	2,351 70	1,166 26	562 85	876 40	291 86	451 78	292 47	301 53	392 26	437 18	407 98	248 38	7,780 65
Current expenses.....	1,038 15	475 45	376 13	307 81	476 65	511 90	620 13	484 55	570 97	366 47	613 26	732 55	6,574 02
High service pump house.....	888 23	924 31	973 78	743 11	5,059 49	715 78	737 40	742 94	1,619 41	6,163 80	1,460 44	2,394 37	22,423 06
Lake Roland.....	376 19	131 34	189 91	125 33	432 24	321 80	304 37	371 55	360 39	305 76	837 18	961 29	4,717 35
Engineer's Department.....	691 66	691 66	741 66	741 66	741 66	741 66	741 66	741 66	741 66	741 66	741 66	741 66	8,799 92
Registrar's Department.....	1,991 63	1,991 63	1,991 63	1,991 63	2,049 40	2,074 96	2,074 96	2,074 96	2,074 96	2,074 96	2,074 96	2,074 96	24,540 64
Temporary supply.....	50 00	50 00	50 00	50 00	50 00	50 00	50 00	53 33	83 08	50 00	50 00	50 00	636 41
Hampden reservoir.....	23 59	22 51	38 76	32 51	61 49	122 94	94 48	114 21	78 16	88 51	166 69	651 95	1,495 80
Loch Raven.....	134 91	179 85	371 32	332 77	840 93	504 08	1,008 59	595 20	771 47	715 48	662 57	618 84	6,736 01
Lake Clifton.....	196 69	128 46	136 16	230 57	335 49	262 91	542 39	312 16	420 27	290 96	307 63	212 25	3,375 94
Druid Lake.....	170 02	56 44	93 60	48 93	113 84	152 05	390 31	152 00	197 08	154 14	184 85	211 96	1,925 22
Mount Royal reservoir.....	45 41	45 41	52 04	131 13	59 46	77 16	45 41	74 45	65 41	84 45	45 95	45 41	771 69
High service reservoir.....	20 00	18 00	27 00	20 00	18 30	18 30	10 00	66 10	51 65	27 00	29 92	10 00	316 27
Water courses.....	94 58	94 58	94 58	94 58	94 58	94 58	94 58	94 58	94 58	94 58	94 58	94 58	1,134 96
Jones' falls conduit.....	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	120 00
Stationery and printing.....	107 20	95 14	260 13	60 05	55 16	333 55		56 48	28 23		464 88	133 08	1,593 90
Real estate and water rights.....	282 00		22 40	2,300 00		18 00							2,622 40
Gunp'r real estate and water rights.....		2,461 24											2,461 24
	\$25,897 47	\$29,849 43	\$18,019 82	\$45,619 96	\$35,124 29	\$23,826 36	\$27,638 79	\$32,148 17	\$36,315 15	\$35,858 34	\$37,376 34	\$33,891 67	\$381,565 79
Twelve months' interest on \$10,500,000.00 water bonds.....													512,630 00
Total disbursements for the year.....													\$894,195 79

STATEMENT G.

New Supplies for the Year 1892.

459 houses.....	@ \$ 3 00..	\$1,377 00	
309 "	@ 5 00..	1,545 00	
633 "	@ 6 00..	3,798 00	
170 "	@ 7 00..	1,190 00	
73 "	@ 7 50..	547 50	
156 "	@ 8 00..	1,248 00	
140 "	@ 9 00..	1,260 00	
63 "	@ 10 00..	630 00	
8 "	@ 11 00..	88 00	
40 "	@ 12 00..	480 00	
84 "	@ 13 00..	1,092 00	
1 "	@ 14 00..	14 00	
			\$13,269 50
2136			
4 warehouses	@ 6 00..	24 00	
7 "	@ 8 00..	56 00	
26 "	@ 10 00..	260 00	340 00
2173			\$13,609 50
59 baths.....	@ \$2 00..	\$118 00	
147 hose.....	@ 3 00..	441 00	
62 horses.....	@ 1 50..	93 00	
55 carriages	@ 1 50..	82 50	
9 cows	@ 1 00..	9 00	
16 offices	@ 4 00..	64 00	
Amounts carried forward.....		\$807 50	\$13,609 50

STATEMENT G—Continued.

Amounts brought forward.....	\$807 50	\$13,609 50
11 churches.....@ 5 00..	55 00	
14 motors@ 25 00..	350 00	
4 " @ 30 00..	120 00	
3 heaters.....@ 10 00..	30 00	
8 bars.....@ 5 00..	40 00	
3 " @ 3 00..	9 00	
3 drugs@ 3 00..	9 00	
1 bottling estab-		
lishment.....@ 10 00..	10 00	
4 hot houses.....@ 5 00..	20 00	
3 " @ 2 50..	7 50	
1 " @ 15 00..	15 00	
6 gas engines.....@ 10 00..	60 00	
1 fountain.....@ 5 00..	5 00	
1 special rent.....@100 00..	100 00	
1 " @ 50 00..	50 00	
1 " @ 8 00..	8 00	
1 oyster establish-		
ment.....@ 20 00..	20 00	
1 butchery@ 10 00..	10 00	
2 " @ 5 00..	10 00	
PER H. P.		
1 6-h. p. boiler...@ \$3 00..	18 00	
1 8 " " @ 3 00..	24 00	
1 10 " " @ 3 00..	30 00	
1 11 " " @ 3 00..	33 00	
Amounts carried forward.....	\$1,841 00	\$13,609 50

STATEMENT G—Concluded.

Amounts brought forward..... \$1,841 00 \$13,609 50

PER H. P.

1 12-h. p. boiler...@ 3 00.. 36 00

1 13 “ “@ 3 00.. 39 00

1 20 “ “@ 3 00.. 60 00

1 23 “ “@ 3 00.. 69 00

2,045 00

Producing a yearly revenue of..... \$15,654 50

STATEMENT H.

Abatements Condensed for the Year 1892.

	1889.	1890.	1891.	1892.
Vacancies	\$230 00	\$516 61	\$2,917 33	\$1,338 09
Duplicates and torn down . . .	428 75	733 00	2,169 30	3,166 51
Hose	9 00	12 00	76 50	255 50
Horses	6 00	10 50	42 00	187 50
Carriages . . . .	.....	.....	10 50	61 00
Bars . . . . .	.....	15 66	165 96	382 39
Reductions . . .	.....	5 00	78 67	169 50
Specials	10 00	8 34	160 32	507 75
	\$683 75	\$1,301 11	\$5,620 58	\$6,068 24

Total amount of abatements for the year, \$13,673 68

STATEMENT I.

Comparative Statements of Receipts for the Years 1890, 1891 and 1892.

1890.		1891.		1892.	
1890 Water rents.....	\$379,773 71	1891 Water rents.....	\$392,634 04	1892 Water rents.....	\$403,295 70
1889 " ".....	119,710 13	1890 " ".....	129,021 69	1891 " ".....	125,215 84
1888 " ".....	8,118 81	1889 " ".....	9,097 50	1890 " ".....	5,413 66
1887 " ".....	2,644 43	1888 " ".....	3,556 24	1889 " ".....	2,695 25
Meter rents.....	128,659 34	Meter rents.....	149,327 57	Meter rents.....	159,459 86
	\$638,906 42		\$683,637 04		\$696,080 31
Less discount on 1890 water rents.....	31,103 31	Less discount on 1891 water rents.....	32,343 66	Less discount on 1892 water rents.....	33,297 31
	\$607,803 11		\$651,293 38		\$662,783 00
Interest on back water rents.....	2,601 55	Interest on back water rents.....	3,024 23	Interest on back water rents.....	2,471 14
Plumbing bills.....	45,387 53	Plumbing bills.....	51,920 85	Plumbing bills.....	109,097 46
Lake Roland.....	1,077 00	Lake Roland.....	1,568 93	Distributing mains.....	1,625 98
Loch Raven.....	173 91	Loch Raven.....	442 52	Lake Roland.....	1,569 15
High service pump house.....	8 75	Distributing mains.....	498 97	Profit and Loss.....	22 00
Distributing mains.....	1,098 38	Lake Montebello.....	287 67	Loch Raven.....	610 36
Lake Montebello.....	84 50	Tools and fixtures.....	145 00	Lake Montebello.....	124 59
Jones' falls conduit.....	22 00	Lake Clifton.....	272 08	Jones' falls conduit.....	7 00
Druid Lake.....	22 20	Druid Lake.....	12 60	Pumps and fountains.....	26 00
Hampden reservoir.....	40 28	Appropriations by Mayor and City Council..	8,750 00	High service pump house.....	7 00
High service reservoir.....	5 00			Lake Clifton.....	196 23
Appropriations by Mayor and City Council..	175 00			High service reservoir.....	7 00
	\$658,499 21		\$718,216 23	Druid Lake.....	29 60
Water tax.....	52,057 40	Water tax.....	54,331 15	Fire-plugs.....	150 00
	\$710,556 61		\$772,547 38	Appropriations by Mayor and City Council..	3,145 00
Water stock, 1926.....	200,000 00	Guilford reservoir.....	37 00		\$781,871 51
Eastern pumping station.....	7,000 00	Force main.....	73 22		54,608 85
		Water stock, 1926.....	200,000 00		
	\$917,556 61		\$972,657 60		\$836,480 36

STATEMENT K.

*Balances Remaining on the Ledgers of the Water
Department, December 31, 1892.*

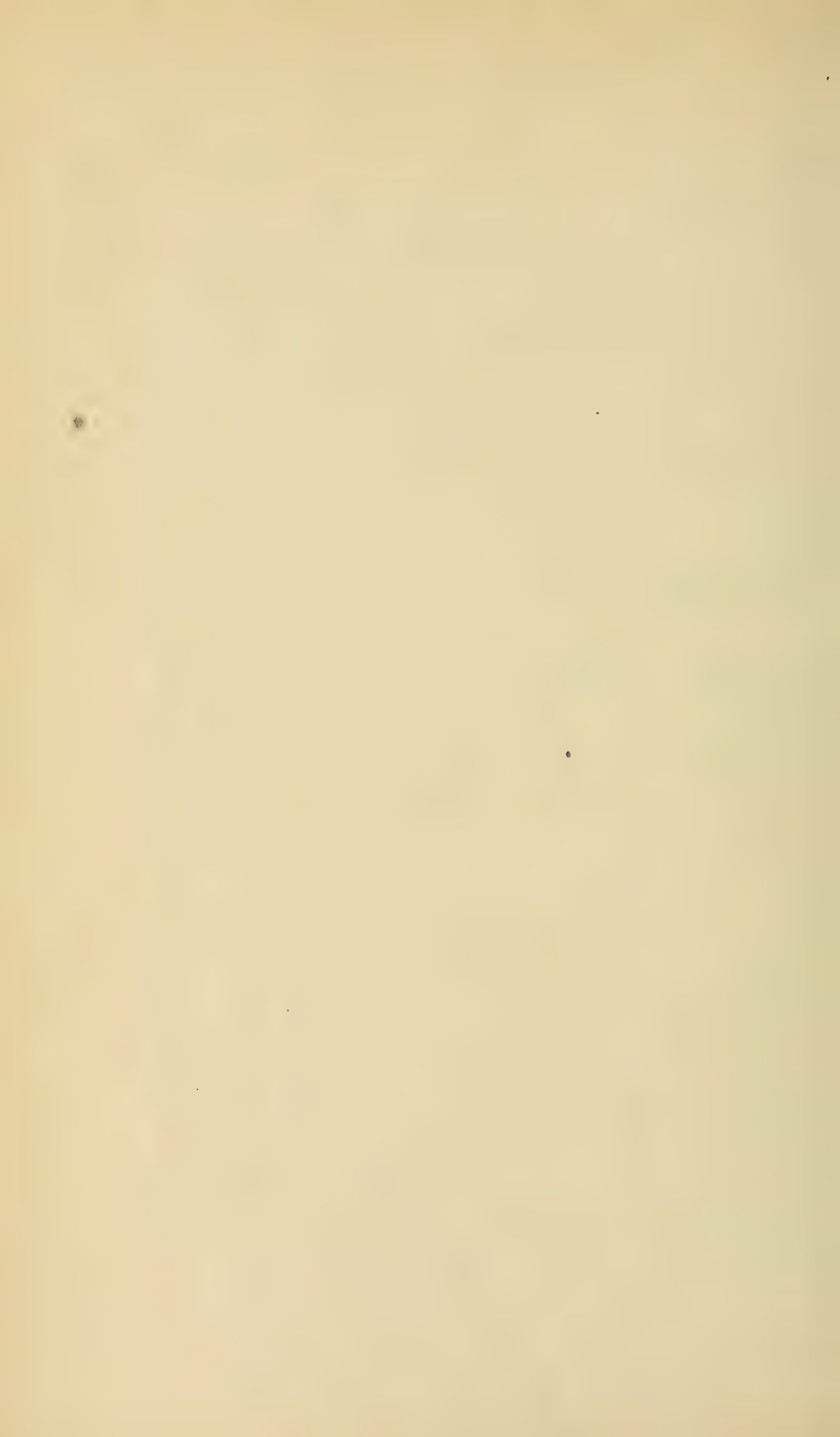
1892 water rents	\$136,687 83
1891 " "	8,943 00
1890 " "	3,715 00
Plumbing bills	10,520 90
Meter rents	3,404 31
	\$163,271 04

STATEMENT L.

Revenue from 1893 Ledgers, January 1, 1893.

23,428 houses....@	\$3 00...	\$70,284 00	
11,612 "@	5 00...	58,060 00	
14,318 "@	6 00...	85,908 00	
9,017 "@	7 00...	63,119 00	
6,848 "@	8 00...	54,784 00	
3,830 "@	9 00...	34,470 00	
3,430 "@	10 00...	34,300 00	
1,496 "@	11 00...	16,456 00	
4,059 "@	12 00...	48,708 00	
3,072 "@	13 00...	39,936 00	
			\$506,025 00
81,110			
264 warehouses @	6 00...	1,584 00	
530 " @	8 00...	4,240 00	
1,115 " @	10 00...	11,150 00	16,974 00
83,019			\$522,999 00
6,221 hose@	3 00...	18,663 00	
2,596 horses@	1 50...	3,894 00	
1,378 carriages..@	1 50...	2,067 00	
427 bars@	3 00...	1,281 00	
1,395 "@	5 00...	6,975 00	
1,944 h. p. boilers@	3 00...	5,832 00	
218 offices.....@	4 00...	872 00	
229 churches..@	5 00...	1,145 00	40,729 00
			\$563,728 00
Specials, embracing rents, mo-			
tors, &c.....			27,960 09
			\$591,688 09
Meters and indicators (esti-			
mated).....			150,000 00
			<u>\$741,688 09</u>

Chief Engineer's Report.



REPORT.

OFFICE OF THE CHIEF ENGINEER—CITY HALL.

BALTIMORE, January 2d, 1893.

To the Honorable the President and

Members of the Water Board.

GENTLEMEN :

I beg leave respectfully to submit this my report of the Engineer Department for the year ending December 31st, 1892.

There were fitted up by the mechanical department

11	2-inch stop-cocks.		
188	3	“	“
324	4	“	“
145	6	“	“
41	10	“	“
27	12	“	“

73 4-inch fire-plugs.

31 5 “ “

104

12 round fountains.

and there were repaired:

2 3-inch stop-cocks.

4 4 “ “

1 8 “ “

7

3 4-inch fire-plugs.

There were laid in the following localities additional mains, viz: A 30-inch and a 20-inch on Twentieth street, between Oak street and North Avenue temporary bridge, 163½ feet of 30-inch, and 171½ feet of 20-inch; cost \$1,999.56.

Twelve-inch lines—North avenue, between 12th and 13th and Brady avenue, east of Republic street; length 393 feet; cost \$588.17, or \$1.49 per foot.

Ten-inch lines—Wolfe, between Thames and Fell; east side of Howard, between Baltimore and Garrett alley; west side of Liberty, between German and Garrett alley; west side of Eutaw, between Baltimore and Marion alley; east side of Howard, between Baltimore and German; Hopkins Place, between German and Baltimore; York road, between 29th and

30th, and east on 30th; York road, between Carroll and Chestnut Hill avenues; length 2,288 feet; cost \$2,753.86, or \$1.20 per foot.

Six-inch lines—Republic, between Madison and Washington; Tinges lane, between York road and Gorsuch avenue; Jefferson, between Tinges lane and Liberty; Fair Oaks avenue, between Tinges lane and Republic; Barclay, between Waverly avenue and Merryman's lane; York road, between Waverly avenue and Merryman's lane; Calvin avenue, west of the York road; Montebello avenue, east of the York road; Old York road, between Carroll and Chestnut Hill avenues; Wyanoke avenue, east of the Old York road; length 5,594 feet; cost \$3,902.80, or 70 cents per foot.

A twelve-inch line on Gorsuch avenue, between Republic street and the Harford road, 4,553 feet; a ten on Taylor street, between Gorsuch avenue and Washington street, 262 feet; six-inch lines on Taylor street, between Gorsuch avenue and Madison; Liberty, between Gorsuch avenue and Madison; Jefferson, between Liberty and Quaker lane, and Independence, between Gorsuch avenue and Jefferson, total 1,659 feet; a four-inch on Washington, between Taylor and Adams, and alley rear west side of Jefferson, between Taylor and Adams, 542 feet; cost, total \$9,197.59.

A twelve-inch on the Old York road, between Wyanoke and Cator avenues, 812 feet; six-inch lines on the Old York road, between Chestnut Hill and Wyanoke

avenues, and on Cator and Dumbarton avenues, east of the Old York road, 2,306 feet; cost \$3,139.57.

A *twelve-inch* on McCulloh, between North avenue and Clendenin, 296 feet; a four-inch on Clendenin, between McCulloh and Madison avenue, 173 feet; cost \$536.50.

A *ten-inch* on Linden avenue, between Wilson and Laurens, 355 feet; a six-inch on Laurens, between Jordan and Jenkin's alleys, 537 feet; cost \$906.48.

A *ten-inch* on Roland avenue, between 3d and 4th avenues, and on 4th avenue, between Falls road and Roland avenue, 1,208 feet; a six-inch on Roland avenue, between 4th avenue and Merryman's lane, 1,615 feet; cost \$2,436.47.

A *ten-inch* on Pratt, between Arlington and Carrollton avenues, 444 feet; a six-inch on Carrollton avenue, north of Pratt 246 feet, and a four-inch on Dewberry alley, north of Pratt street, 160 feet; cost \$892.61.

A *ten-inch* on the York road, between Carroll and Calvin avenues, 320 feet; a six-inch on the York road, south of Calvin avenue, 560 feet; cost \$756.26.

A *ten-inch* on Millington lane, between Ramsay and Wilkens avenue, 309 feet; an eight and a six-inch on Wilkens avenue, between Millington lane and Brunswick street, and on Brunswick street, between Wilkens avenue and Gwynn's falls, 1,889 feet; cost \$1,833.85.

A *six-inch* on Woodberry avenue, between Parkdale and Maple avenues, 753 feet; a four-inch north on Maple avenue, 629 feet; cost \$797.61.

A *four-inch* by special appropriation of \$1,500.00 on Wilkens avenue, between Gilmor and Bentalou streets, 3,367 feet; cost \$1,806.59.

There were laid the following sizes and lengths of pipe lines to give the B. C. P. Ry. Co. the unobstructed use of the centre of the streets, viz:

Baltimore street, between Garrison lane and Calverton road, 1,400 feet of 12-inch was moved and relaid north side of track, 1,400 feet of 6-inch laid instead of 4-inch on south side.

Baltimore street, between Calverton road and Fulton avenue, 2,300 feet of 6-inch laid on south side of street.

Baltimore street, between Fulton avenue and Calhoun street, 1,600 feet of 6-inch laid on the south side of street.

Baltimore street, between Fremont and Greene, 1,400 feet of 6-inch laid on the south side of the street.

Baltimore street, between Paca and Liberty, one 10-inch on north side, and one on south side of street. Total 2,400 feet, replacing 10-inch in centre, between Paca and Howard.

Baltimore street, between Liberty and Calvert, extensions of partly laid 10-inch lines north and south sides, 2,100 feet.

Baltimore, between Calvert and Gay, one 10-inch line on north and south sides, instead of 4½-inch in centre, 1,450 feet.

Gay street, between Baltimore street and the bridge, one 6-inch line each side of the street, instead of 3-inch in centre, 1,900 feet.

Gay, between Front and Mott, one line of 4-inch on each side of track, 950 feet, and 2,150 feet of 6-inch.

Ensor, between Colvin and Ashland avenue, one 4-inch each side of street, instead of a 6-inch, 3,900 feet.

Ashland avenue, between Ensor and Somerset, one 4-inch line, south side of street, 650 feet.

Gay, between Wolfe and Washington, 400 feet of 4-inch south side of street.

Gay, between Oliver and North avenue, south side, 2,350 feet of 12, instead of 10-inch, in centre.

Charles street, between North avenue and Lanvale street, 4-inch each side of street, instead of 4-inch in centre, total 1,200 feet.

Charles, between Oliver and Hoffman, east side of street, 400 feet of 4-inch.

Calvert, between Centre and Franklin, 450 feet of 6-inch.

Calvert, between Franklin and Saratoga, to replace an old 3-inch one line on each side of street, 600 feet of 4-inch, and 1,600 feet of 6-inch.

Calvert, between Saratoga and Lexington, 450 feet of 10-inch relaid on west side.

Bank street, 4-inch line each side of street, to replace 4-inch in centre, total 5,000 feet.

Baltimore, between Bond and Broadway, 500 feet of 6-inch pipe (250 ft. of 6-inch was relaid outside of track).

Baltimore, between Exeter and Lloyd, 400 feet of 6-inch, south side Baltimore, between Front and Exeter, 6 inch line each side of street, instead of 3-inch, 1,200 feet in all.

Baltimore, between Harrison street and the bridge, 6-inch line each side of street, instead of a 3-inch, 400 feet in all.

Baltimore, between Harrison and Gay, 10-inch each side of street, replacing a 4½-inch, total 1,150 feet.

Eutaw, between Baltimore and Lombard, a 10-inch each side of street, instead of 4½-inch, 1,200 feet.

Eutaw, between Baltimore and Lexington, one line on each side of street, instead of a 4½, total 575 feet of 10-inch, and 1,250 feet of 6-inch.

Eutaw, between Fayette and Mulberry, 200 feet of 4-inch, and 650 feet of 6-inch on east side of street.

West side of Eutaw, between Franklin and Madison, 1,000 feet of 4-inch.

West side of Madison avenue, between Presstman and Robert, 425 feet of 4-inch.

West side of Madison avenue, between North avenue and Bloom, 450 feet of 4-inch.

Totals of sizes laid and moved for the B. C. P. Ry. Co. were 4-inch, 15,175 feet; 6-inch, 17,450 feet; 10-inch, 9,325 feet, and 12-inch, 3,750 feet.

There were laid $25,623\frac{1}{2}$ feet of $1\frac{1}{2}$ -inch pipe for plumbing supplies, and 121,512 feet 5 inches of pipe mains for distribution, additional supplies and repairs, as follows:

146 feet				of $1\frac{1}{2}$ -inch pipe.	
1,090	“	9 inches	of	2	“
6,604	“	10 “	of	3	“
48,333	“	1 “	of	4	“
39,911	“		of	6	“
461	“	2 “	of	8	“
15,823	“	5 “	of	10	“
8,807	“	6 “	of	12	“
171	“	4 “	of	20	“
163	“	4 “	of	30	“

121,512 feet 5 inches, or $23\frac{7}{8}\frac{2}{80}$ miles.

The new building supplies in 1892 were 2,173, from which an annual revenue of \$15,654.50 will be derived.

There were 575 leaks on main pipes, of sizes from 1½ to 40 inches, and 96 stop-cocks on main lines, of sizes from 2 to 20 inches, inspected and repaired.

There were 13 pumps removed and 9 wells filled up.

There were 75 new fire-plugs erected, of which 61 were located upon new and 14 upon old sites, viz:

ON NEW SITES.

Independence street and Gorsuch avenue.

North side of Monument, between Broadway and Ann. Wolfe, opposite McElderry.

N. E. corner Liberty and Madison street (annex).

Old York road, between Chestnut Hill and Wyanoke avenues.

Old York road and Wyanoke avenue.

Old York road and Cator avenue.

Cator avenue, east of Old York road.

East side of Wolfe, corner of Fell.

Dumbarton avenue, east of the Old York road.

S. E. corner Baltimore and Paca.

N. E. corner Baltimore and Paca.

N. E. corner Adams street and Gorsuch avenue.

S. W. corner Baltimore and Eutaw.

Washington and Taylor streets (annex).

Taylor, between Jefferson and Madison.

Jefferson, between Tinges lane and Frisby.

N. W. corner Baltimore and Howard.
Barclay, near Waverly avenue.
Barclay, near Merryman's lane.
North side of Baltimore, near Liberty.
Fair Oaks avenue and Old York road.
South side of Baltimore, near Liberty.
N. E. corner Roland avenue and Fourth street.
West side of Liberty, near Baltimore.
Southeast corner Eager and Buren.
N. W. corner Columbia avenue and Cross street.
West side Eutaw, between Napoleon alley and German.
S. E. corner German and Eutaw.
N. W. corner York road and Calvin avenue.
S. E. corner Roland avenue and Merryman's lane.
S. E. corner Pine and Baltimore.
N. E. corner German and Howard.
South side Baltimore, opposite Pearl.
S. E. corner Marion alley and Paca.
South side Thames, between Broadway and Bond.
Smallwood and Wilkens avenue.
Pulaski and Wilkens avenue.
N. E. corner Pratt and Carrollton avenue.
N. E. corner Belair avenue and Oliver street.
Near northwest corner Baltimore and Charles.
N. E. corner Barclay and Montebello avenue.
Chew and Washington.
Madison and Washington.
Thirtieth street, between York road and Republic street.
N. E. corner Wilkens avenue and Brunswick.
N. W. corner Randall and Covington.

N. E. corner Wehage and Henry.
S. W. corner Johnson and Winder.
S. W. corner Monument and Caroline.
Columbia avenue and Stockholm.
Pulaski and Ramsay.
Barre and Ridgely.
Bayard and Ridgely.
Block street, west of Drawbridge.
Twenty-fifth street, near Hampden avenue.
Gay and East.
Maple avenue, north of Woodberry avenue.
N. W. corner Gorsuch avenue and Harrison street.
Gorsuch avenue, west of Harford road.
Montebello avenue, near Walpert street.

ON OLD SITES.

Lexington and Eutaw.
Light and West.
Riggs avenue and Stricker.
High and Fayette.
Lombard and Eutaw.
Gay street and Belair Market.
Gay and Ensor.
Wolfe and Aliceanna.
Fremont and Lexington.
Pine and Vine.
Holliday and Fayette.
Gay and High.
Park avenue and Mulberry.
Gay and Frederick.

The total number of fire-plugs in the City is 1,420.

There were 12 new fountains erected, viz:

S. E. corner Presstman street and Fulton avenue.

N. E. corner Biddle and Eutaw.

N.W. corner Saratoga and Poppleton.

S.W. corner Patterson Park avenue and Fayette.

S. E. corner Caroline and Lombard.

S. E. corner Madison and North avenues.

Davis, between Pleasant and Foundry.

Saratoga, between Myrtle avenue and Fremont.

Greenmount avenue, between Preston and Hoffman.

Cleveland and Bayard.

Block, between Point street and Drawbridge.

Pratt and Monroe.

There are in the City 144 public fountains for the use of man and beast, and 22 for mankind only.

The registered consumption of water by meters and indicators was as follows:

	GALLONS.
Elevators by indicators.....	869,864,000
Elevators by meters.....	12,865,000
Railroads by meters.....	483,432,000
Miscellaneous by meters.....	1,025,582,000
Steamboat companies by meters.....	44,286,000
Livery stables by meters.....	34,206,000
Pork packers and butchers by meters....	124,078,000
Beer breweries by meters.....	408,894,000
Whiskey distilleries by meters.....	55,224 000
Brickyards by meters.....	7,711,000

	GALLONS.
Coal oil refineries by meters.....	5,519,000
Drove yards by meters.....	9,088,000
Oyster and fruit packers by meters.....	82,437,000
Hotels by meters.....	65,296,000
Planing mills by meters.....	60,168,000
	3,288,750,000

Being and increase of 490,514,552 gallons over the year 1891.

The number and sizes of meters and the number of indicators placed in operation are as follows:

Meters 16.....	$\frac{3}{4}$ inch
“ 8.....	1 “
“ 13.....	$1\frac{1}{2}$ “
“ 11.....	2 “
“ 25.....	3 “
	73
Indicators..	8
Total..	81

The number and sizes of meters and number of indicators in use are:

Meters 334.....	$\frac{3}{4}$ inch
“ 191.....	1 “
“ 120.....	$1\frac{1}{2}$ “
“ 141.....	2 “
“ 221.....	3 “
“ 6.....	4 “
	1,013
Indicators.	417
Total...	1,430

There were three meters withdrawn and indicators substituted.

The western high-service pumps in Druid Hill Park were worked $9,161\frac{1}{2}$ hours, there were 1,303,712,562 gallons of water pumped into the reservoir, and the consumption of coal was $1,690\frac{1}{2}\frac{9}{2}\frac{6}{4}\frac{0}{0}$ tons.

The amount expended in pumping water was \$17,618.95, or at the rate of $1\frac{3}{1}\frac{5}{0}\frac{1}{0}$ cents per 1,000 gallons.

The eastern high-service pump, Ann and Oliver streets, was worked 2,609 hours, there were 449,570,312 gallons of water pumped, and the consumption of coal was $563\frac{1}{2}\frac{4}{2}\frac{1}{2}\frac{2}{0}$ tons, and the average cost per 1,000 gallons was $1\frac{0}{1}\frac{5}{0}\frac{3}{0}$ cents.

The flow of water of the Jones' Falls supply was less than in 1891, and the amount of clear water greater.

Lake Roland was muddy 16 days and the rainfall was $15\frac{4}{1}\frac{7}{0}$ inches less.

The greatest flow over the dam was 13 inches; the water was below the crest of the dam four months, and the extreme depth of water below the dam during the year was $72\frac{1}{4}$ inches.

There were 14,439 cubic yards of material removed, at a cost of \$1,548.05, and there is a great amount of deposit in the lake, that can only be removed by dredging, which should be gotten out as soon as possible.

No dredging has been done since 1880, consequently the accumulation has greatly increased.

There was an average daily flow of water through the conduit from Lake Roland to Hampden reservoir of 20,600,000 gallons, being an increase of 600,000.

This yearly increase demonstrates the necessity of an immediate relief being given to the Jones' Falls supply, which is being taxed to its utmost capacity.

This matter was reported to the Water Board in July, 1892, showing the need of additional pumping machinery at the Eastern Pumping Station, whereby the Jones' Falls supply could be relieved of the High Service supplies, and if needs be, supplement the Jones' Falls supply by pumping from the Gunpowder supply.

The Jones' Falls conduit, Hampden reservoir and the four lines of 30-inch mains from Hampden to Druid Lake, have been no expense for their maintenance in keeping up the supply of water from Lake Roland.

The water in Druid Lake was lowered at different times in January, February and March, for the purpose of purification.

In April the water in the lake commenced falling, the lowest point it reached in July was 8 feet 4 inches below the high water mark. Not until the close of the year was the lake near full, and but for the relief afforded by the pumping engine at Ann and Oliver streets, the water would have fallen much lower.

The daily consumption of water from Druid Lake averaged 20,671,425 gallons, an increase of 1,365,425 gallons over 1891.

There were 1,303,712,562 gallons of water pumped from Druid Lake and Hampden reservoir into the High Service reservoir, 359,261,609 gallons less than 1891, and the pump at Ann and Oliver streets pumped from the Gunpowder 449,570,312 gallons, being a total of 1,753,282,874 gallons pumped for both High Service supplies, a total increase of 90,308,703 gallons.

The total flow of the Gunpowder was 32,550,000,000 gallons less than 1891. The amount of clear water that passed over the dam at Loch Raven was 13,527,000,000 gallons less, and the amount of muddy water was also 22,300,000,000 gallons less than 1891.

The average daily consumption of water from the Gunpowder supply during the year was 26,321,417 gallons, and the average daily consumption from both the Gunpowder and the Jones' Falls supplies was 47,157,833 gallons, 2,205,639 in excess of 1891.

The water in Loch Raven was muddy 80 days during the year, 16 less than 1891, and the rainfall was $12\frac{45}{100}$ inches.

The deposit of material in Loch Raven has increased very much the past twelve months. There is more here than in Lake Roland, and there is urgent necessity for dredging as soon as it can be done.

The seven-mile tunnel from Loch Raven to Lake Montebello continues in good working order and has been no expense during the year.

Lake Montebello has been full of clear water, except when the supply from Loch Raven was shut off, and the lowest point reached below the high water mark was 10 feet.

Whenever Lake Montebello is full of water a daily average waste through the bottom gates of 11,000,000 gallons has been maintained for purification, and the increased supply to the City from this lake was 675,167 gallons.

The drain tunnel around Lake Montebello and the tunnel connecting Lakes Montebello and Clifton have been in good working condition all the year.

The Guilford reservoir has progressed so far towards completion that a few months will suffice to finish it for the reception of water.

On the 10th of May a break occurred in the 40-inch mains 300 feet from the gate-house at Lake Clifton. Since then the 35 feet of covering over these mains has been removed, 23 broken pipes have been replaced, and the work of placing a concrete foundation under the six lines of 40-inch mains from the gate-house to where the pipes approach the surface, and arching them over with bricks, has been going on.

The daily inspection of the tributaries of the Gunpowder and Jones' Falls supplies has been made without finding anything serious or detrimental to the healthy condition of the streams from which our supplies of water are obtained.

I here renew the recommendation made in my monthly report of December, 1892, to the Water Board of the great necessity of another crossing of Jones' Falls, there being but one large one, at Lombard street, upon which the central, southwestern and southern sections of the City are dependent for their supply of water.

And also that a parallel pipe line to the Lombard street 40-inch main should be laid from east to west through the business portion of the City and extended southward.

I refer with pleasure to the general efficiency of the officers and employees of this department for the manner in which they have performed their respective duties.

Respectfully submitted,

ROBERT K. MARTIN,

Chief Engineer.

FROM	AMOUNT TURNED OVER TO WATER REGISTRAR.									AMOUNT OF BILLS DELIVERED TO WATER REGISTRAR FOR WORK DONE, ETC.					
	Hay.	Fodder.	Wheat.	Straw.	Ice.	Sand.	Rent	Old Material.	Coal sold to employees	Rebate on coal lost in transit.	Old Boiler from Temp. Supply.	Old Material.	For Service Pipes laid in City.	For Mains laid in County.	TOTAL.
Lake Roland.....	\$ 763 53	\$5 13			\$440 96	\$2 40									\$1,212 02
Lake Clifton.....	24 00														24 00
Lake Montebello.....	80 00														80 00
Loch Raven.....	52 00		\$167 25	\$26 01	3 60		\$110 00	\$ 8 50							367 36
Distributing main.....								175 98	\$69 75	\$19 45		\$805 04			1,070 22
Plumbing department.....													\$110,108 56	\$907 67	111,016 23
High Service pump house.....								7 00							7 00
Temporary Supply.....											\$300 00				300 00
Totals	\$919 53	\$5 13	\$167 25	\$26 01	\$444 56	\$2 40	\$110 00	\$191 48	\$69 75	\$19 45	\$300 00	\$805 04	\$110,108 56	\$907 67	\$114,076 83

INVENTORY, 1892.

Distributing main.....	\$65,495 07
Plumbing department.....	10,393 97
Force main.....	10,074 00
Tools and fixtures.....	7,340 13
Plugs.....	4,049 88
Fountains.....	454 56
	\$97,807 61

TABULAR STATEMENT No. 1.

Size and Number of Feet of Pipe, Stop Cocks and Branches Laid in the City.

	1½ Inch.	2 Inch.	3 Inch.	4 Inch.	4½ Inch.	6 Inch.	8 Inch.	10 Inch.	12 Inch.	16 Inch.	18 Inch.	20 Inch.	30 Inch.	36 Inch.	40 Inch.	Total of Pipe.
No. of feet of pipe laid previous to purchase by Water Company.....		13,203	95,411	31,876	72,462	60,704	10,040	14,330	12,209	26,168	4,627	8,588	14,203			363,821
Laid by Water Commissioners from July 1, 1855, to December, 1857.....		1,909	14,720	28,362		5,005	613	448				9,716				60,773
By Water Board, 1858.....		2,948	24,438	23,742		8,692	144									59,964
" " 1859.....		638	22,972	40,367		14,503		6,300	108							84,888
" " 1860.....			20,488	35,106		22,134		7,910				14,889	1,428			101,955
" " 1861.....		276	8,317	15,432		8,722		5,017				1,080	8,292			47,136
" " 1862.....		1,140	11,065	6,562		560				490		6,599	51			26,467
" " 1863.....		2,729	12,223	5,696		3,744		4,560		720	1,170	1,314				32,156
" " 1864.....	1,784	314	20,899	8,362		6,981		13,476	405	1,962	783	1,395				56,361
" " 1865.....	7,929	796	16,930	11,729		3,204										40,588
" " 1866.....	2,903	4,413	15,813	10,864		13,048										47,041
" " 1867.....	1,145	14,252	17,349	8,808		6,491½		9,372								57,417½
" " 1868.....	1,642	4,475½	20,466½	14,759½		2,012½										43,356
" " 1869.....	192	4,765	16,595	9,457½		4,037½										35,047
" " 1870.....		8,502	11,372	10,886		600										31,360
From January 1 to October 31, 1871.....		6,895	11,863	13,205		8,452										40,415
From October 31, 1871, to October 31, 1872.....	78	6,871½	13,660½	12,479		3,425										36,514
From October 31, 1872, to October 31, 1873.....		4,551	10,677½	8,032½		5,405		2,150		3,400						34,216
From October 31, 1873, to October 31, 1874.....	36	4,402	8,169	10,525		10,959	5,795	8,537½								48,423½
From October 31, 1874, to October 31, 1875.....		3,542	7,544½	8,837½		11,750		4,362½				11,160	8,959½			56,156
From October 31, 1875, to October 31, 1876.....		1,982½	7,053½	15,383		1,050		3,212½		5,175		202½	7,215½			41,274½
From October 31, 1876, to October 31, 1877.....		1,289	17,246½	15,571½		7,462½		75	137½							41,782
By Water Board, 1878.....	175	1,603	7,567	11,579½		3,000		4,800		837½		425	3,312½			33,299½
" " 1879.....		1,603	4,490	10,876		3,160		2,038½				2,975				25,142½
" " 1880.....		1,882	5,057½	7,777½		5,459½		1,398					1,050		36,640	59,246½
" " 1881.....		933	9,034½	12,290½		6,421½	1,717	3,169½								33,560½
" " 1882.....		1,058	8,423½	14,788		4,522½		4,964½								33,756½
" " 1883.....		1,269½	12,259	18,270½		13,295½		5,026					15,817½	2,960½		73,524½
" " 1884.....		947	15,990½	25,302		11,100		6,665½								60,535
" " 1885.....	27	651½	16,464½	25,884½		9,520½		2,197½								59,401½
" " 1886.....	140	351	20,815½	27,582½	210	6,624		187½								60,108
" " 1887.....	189	1,083½	16,998½	29,426½		11,093½	4,703	19,751½	6,114			13,074½				102,433½
" " 1888.....	19	1,401	21,098	24,303½		11,153½	2,212	22,089	14,695							115,163½
" " 1889.....	115	454	11,155½	30,360½		8,898½		8,726½	7,292½	12		10,342	6,564	17,554		101,474
" " 1890.....	35	1,025½	11,850½	35,286½		12,911½	481½	11,051½	6,621½				81	1,623	2,474	83,441½
" " 1891.....	152	1,341½	7,442½	48,593½		22,999½	197½	10,932½	14,224½	11		961	1,387	8,855		117,098½
" " 1892.....	146	1,090½	6,604½	48,333½		39,911	461½	15,823½	8,807½			171½	163½			121,512½
	16,707	106,588	580,525½	716,699½	72,672	379,014½	33,904½	205,038½	70,614½	38,775½	6,580	116,904½	55,667½	28,032	39,114	2,466,836½

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TABULAR STATEMENT No. 2.—MAIN STOPS.

	2 Inch.	3 Inch.	4 Inch.	4½ Inch.	6 Inch.	8 Inch.	10 Inch.	12 Inch.	16 Inch.	18 Inch.	20 Inch.	30 Inch.	36 Inch.	28 Inch.	40 Inch.	Total.
Stop Cocks by Water Company.....	12	61	94	.....	55	9	8	8	9	4	8	2	.....	.....	.....	270
Stop Cocks by Water Commissioners...	9	8	8	.....	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	29
By Water Board, 1858.....	17	23	14	.....	3	1	.....	1	16	.....	1	.....	.....	.....	.....	76
“ “ 1859.....	15	30	54	.....	16	.....	7	.....	.....	.....	.....	.....	.....	.....	.....	122
“ “ 1860.....	.....	18	55	.....	36	.....	9	.....	.....	.....	4	1	.....	.....	.....	123
“ “ 1861.....	7	7	24	.....	8	.....	3	.....	.....	.....	.....	5	.....	.....	.....	54
“ “ 1862.....	21	19	31	.....	19	.....	1	.....	1	.....	4	.....	.....	.....	.....	96
“ “ 1863.....	8	20	28	.....	2	.....	2	.....	.....	.....	1	.....	.....	.....	.....	61
“ “ 1864.....	12	18	15	.....	4	.....	5	.....	.....	.....	1	.....	.....	.....	.....	55
“ “ 1865.....	24	13	6	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
“ “ 1866.....	22	24	20	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70
“ “ 1867.....	46	22	5	.....	5	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	81
“ “ 1868.....	7	24	19	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
“ “ 1869.....	.....	7	18	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
“ “ 1870.....	.....	4	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
January 1, to October 31, 1871.....	5	11	25	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
October 31, 1871, to October 31, 1872.....	10	20	23	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
October 31, 1872, to October 31, 1873.....	7	14	25	.....	12	.....	2	.....	2	.....	.....	.....	.....	.....	.....	62
October 31, 1873, to October 31, 1874.....	4	14	32	.....	9	6	6	.....	.....	.....	.....	.....	.....	.....	.....	91
October 31, 1874, to October 31, 1875.....	3	5	31	.....	10	.....	6	.....	1	.....	6	2	.....	.....	.....	64
October 31, 1875, to October 31, 1876.....	1	25	66	.....	32	2	.....	.....	1	.....	1	2	.....	.....	.....	150
October 31, 1876, to October 31, 1877.....	5	69	50	.....	13	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	139
By Water Board 1878.....	7	29	22	.....	6	.....	6	.....	4	.....	2	1	.....	.....	.....	73
“ “ 1879.....	4	15	37	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	64
“ “ 1880.....	3	9	46	.....	42	.....	12	.....	.....	.....	3	2	.....	8	.....	125

[illegible]

TABULAR STATEMENT No. 3—MAIN BRANCHES.

	1½ Inch.	2 Inch.	3 Inch.	4 Inch.	4½ Inch.	6 Inch.	8 Inch.	10 Inch.	12 Inch.	16 Inch.	18 Inch.	20 Inch.	30 Inch.	36 Inch.	40 Inch.	Total.
By Water Board 1858.....		3	78	98		33	2			1						215
" " 1859.....			53	134		75		32	2							296
" " 1860.....			68	108		149		29				52	2			408
" " 1861.....			26	50		33		19				6	34			168
" " 1862.....		5	25	30		4		1				16				81
" " 1863.....		3	29	19		9		7		2	1	5				75
" " 1864.....	3	3	40	21		9	1	47		5	4	4				137
" " 1865.....	20		47	20		15										102
" " 1866.....	3		30	24		16										73
" " 1867.....	1	29	46	26		7		21								130
" " 1868.....	1	6	38	43		12										100
" " 1869.....		5	54	32		6		2								99
" " 1870.....		9	27	39		1										76
January 1, to October 31, 1871.....		6	22	29		32										89
October 31, 1871, to October 31, 1872.....		3	35	39		10										87
October 31, 1872, to October 31, 1873.....		3	26	23		14		7		5						78
October 31, 1873, to October 31, 1874.....		4	17	53		16	22	30		1						143
October 31, 1874, to October 31, 1875.....		5	14	26		5		13				29	8			101
October 31, 1875, to October 31, 1876.....		4	21	90		12		14		21			9			171
October 31, 1876, to October 31, 1877.....		2	45	45		23	1	3								119
By Water Board, 1878.....		4	20	36		8				9		3	4			84
" " 1879.....		2	14	41		6		5								68
" " 1880.....			9	35		17		11				5			44	121
" " 1881.....		3	20	54		11	5	7								100
" " 1882.....		1	24	74		45		21				2				167

By	Water Board, 1883.	3	30	104	86	13	15	2	54	10	46	317
"	1884.	3	40	123	53	1	14	.....	.....	.....	.....	234
"	1885.	3	44	98	58	7	17	.....	.....	1	.....	228
"	1886.	1	52	133	3	54	46	.....	.....	.....	.....	292
"	1887.	5	64	177	3	76	74	.....	57	1	.....	486
"	1888.	3	124	253	4	167	73	.....	75	2	.....	775
"	1889.	1	54	177	4	46	11	1	53	5	14	386
"	1890.	2	75	156	8	76	74	31	1	2	2	437
"	1891.	2	51	237	3	170	59	64	2	2	27	628
"	1892.	3	41	238	2	147	29	.....	.....	.....	.....	589
		37	131	1403	27	1501	781	215	5	304	80	7660

Location, Size, Number of Feet, and Cost of Distributing Main, laid from January 1st, 1892, to December 31st, 1892.

Street.	Between.	Size	Length.	Cost.
Rear N. S. North ave....	Bolton and Park avenue.....	4	518	\$268 12
“ N. S. Hoffman.....	Etting and Division.....	3	160 $\frac{1}{2}$	
		1 $\frac{1}{2}$	7	98 42
Riggs avenue.....	Carollton and Arlington avenues.	4	271 $\frac{1}{2}$	164 99
Rear N. S. Cleveland....	Stockholm and Cross.....	4	160 $\frac{1}{2}$	99 30
“ W. S. Mt. Royal ave	Lennox and Reservoir.....	4	166 $\frac{2}{3}$	117 23
Pratt.....	Bethel and Broadway.....	4	172 $\frac{2}{3}$	113 70
York road.....	Sixth and Seventh.....	6	259	218 37
Gorsuch avenue.....	Liberty, Jefferson & Independ'ce	12	1,025	
		6	925	
		4	21	
		3	94	
E. S. Eutaw.....	Clay and Lexington.....	4	96	2,656 91
Cooksie.....	Nicholson and Marriott.....	3	456 $\frac{1}{2}$	62 31
Winder.....	Charles and Hanover.....	6	320 $\frac{2}{3}$	236 90
		4	12 $\frac{1}{2}$	
		3	37	310 54

Wolfe	Thames and Fell.....	10	187	249 22
Rear W. S. Broadway...	Federal and Oliver.....	4	456	
		6	12½	255 00
Lemon.....	Fulton avenue and Mount.....	3	209⅔	109 82
Rear E. S. Clinton	Lancaster and Aliceanna.....	4	61⅔	48 50
Clinton.....	Elliott and Toone.....	4	74	60 60
York Road.....	Chestnut Hill & New Boundary av	12	812½	
	Dumbarton ave. and Carter ave.	6	2,306⅔	
		4	86⅔	3,139 57
Hare.....	Hudson and Lancaster.....	3	197⅔	
		4	382⅔	350 44
Frederick avenue.....	Monroe and Payson.....	4	172⅔	102 37
Eutaw.....	Lexington and Clay.....	4	228	132 79
Baker.....	Division and Etting.....	2	108	39 25
Townsend.....	Bond and Caroline.....	4	148	104 13
Rear E. S. Caroline.....	Lanvale and Townsend.....	4	209⅔	95 09
“ E. S. Woodyear....	Winchester and Riggs avenue ..	4	61⅔	30 07
Graves.....	Monument and Madison.....	6	518	404 73
Fayette.....	W. of St. Paul.....	4	30	22 37
McElderry.. .	E. of Bond.....	3	86⅔	40 62
Gorsuch avenue.....	Taylor and Washington.....	12	1,875	
10 alle y rear W. S. Taylor	Madison and Jefferson.....	10	262½	
		6	394⅔	
		4	542½	
Bethel.....	Townsend and Lanvale.....	4	185	3,837 92
				99 84

Location, Size, Number of Feet, and Cost of Distributing Main, laid from January 1st, 1892, to December 31st, 1892.

Street.	Between.	Size	Length.	Cost.
Republican.....	and Jefferson.....	6	92	\$55 75
Collington ave.....	McElderry and Jefferson.....	4	394 $\frac{2}{3}$ }	
		3	222	333 88
Rear S. S. Oliver.....	Register and Broadway.....	4	49 $\frac{1}{2}$	25 39
" S. S. Wilkens ave...	Pulaski and Smallwood.....	4	86 $\frac{1}{2}$	54 51
Register.....	Federal and Lanvale.....	4	308 $\frac{1}{2}$	130 83
Roland avenue.....	Third and Fourth avenues.....	10	493 $\frac{1}{2}$ }	
Fourth avenue.....	Falls road and Roland avenue...	10	753 $\frac{1}{2}$ }	
Roland avenue.....	Fourth avenue & Merryman's lane	6	1,615 $\frac{1}{2}$ }	
		4	222	2,436 47
Morris alley.....	Presstman and Bloom.....	4	419 $\frac{1}{2}$	251 04
Pine.....	German and Baltimore.....	4	228	
		1 $\frac{1}{2}$	14	134 13
Belvidere.....	W. of Greenmount avenue.....	3	222	104 44
Fayette.....	W. of Arch.....	1 $\frac{1}{2}$	55	
		2	14	32 76
Rear W. S. Hanover.....	Barney and Wells.....	4	111	69 23

Fair Oak avenue.....	Old York road and Frisby lane...	6	1,073	693 17
S. S. Eager.....	E. of Buren.....	4	6	53 40
Oliver.....	Washington and Wolfe.....	3	4	227 32
Rear N. S. Federal.....	Ann and Regester.....	6	63	93 56
“ E. S. Hillman.....	Preston and Hoffman.....	4	431 $\frac{2}{3}$	50 44
W. S. Liberty.....	German and Garrett alley.....	4	74	448 63
W. S. Eutaw.....	Baltimore and Marion.....	10	333	641 77
New York road.....	Carroll and Chestnut Hill aves...	10	525	48 72
E. S. Howard.....	Baltimore and German.....	10	3	278 52
Old York road.....	Carroll and Chestnut Hill aves...	6	42	172 54
Wyanoke avenue.....	E. of Old York road.....	6	250	523 76
Harlem avenue.....	Monroe and Fulton avenue.....	4	287	126 84
Rear E. S. First.....	Second and Third avenues.....	4	807	30 23
“ S. S. Baltimore.....	W. of Fulton avenue.....	4	75	98 61
Calvin avenue.....	and York road.....	1 $\frac{1}{2}$	140	756 26
Jefferson.....	Quaker lane and Independence...	10	14	194 76
Conway.....	W. of Little Poca.....	6	320	92 73
Rear Gorsuch avenue....	W. of Taylor... ..	4	560	125 87
		6	15	
		4	340	
		6	104 $\frac{1}{2}$	
		4	290	

Location, Size, Number of Feet, and Cost of Distributing Main, laid from January 1st, 1892, to December 31st, 1892.

Street.	Between.	Size	Length.	Cost.
Republican	Jefferson and Frisby lane.....	6	1,073 $\frac{1}{2}$	767 49
Rear E. S. Hanover.....		4	9	189 68
Washington.....	McComas and Donaldson	4	357 $\frac{2}{3}$	
	N. of North avenue.....	3	111	
Broadway.....		1 $\frac{1}{2}$	21	64 38
Rear W. S. Madison ave.	Townsend and Lanvale.....	4	37	21 19
“ N. S. Baltimore....	Bloom and Presstman	4	74	55 14
Barclay.....	Cannon and Rose.....	4	98 $\frac{2}{3}$	53 88
	Waverly av. and Merryman's lane	6	752 $\frac{1}{2}$	
Pratt.....		4	30	561 29
Rear S. S. Eagle.....	Bond and Bethel.....	4	172 $\frac{2}{3}$	106 44
Patterson Park ave.....	Fulton avenue and Monroe.....	4	370	180 27
E. S. Howard.....	Belair and North avenue.....	6	272	207 43
York road.....	Baltimore and Garrett alley.....	10	142	179 96
	Waverly av. and Merryman's lane	6	456 $\frac{1}{2}$	
		4	6	389 78

Lanvale.....	4	98 $\frac{3}{4}$	95 88
Rear S. S. Elliott.....	3	86 $\frac{1}{4}$	26 46
Pratt.....	4	123 $\frac{1}{4}$	79 52
Rear S. S. Second ave.....	4	172 $\frac{3}{4}$	88 71
Aliceanna.....	6	197 $\frac{1}{4}$	116 73
Riggs avenue.....	4	98 $\frac{3}{4}$	55 19
Hopkins Place.....	10	125	150 24
Rear S. S. North ave.....	4	74	50 76
North avenue.....	3	61 $\frac{3}{4}$	
Reservoir.....	1 $\frac{1}{2}$	14	44 00
Pratt.....	4	160 $\frac{1}{4}$	76 68
Hutson.....	3	49 $\frac{3}{4}$	
Warren avenue.....	1 $\frac{1}{2}$	7	30 67
Pratt.....	4	296	148 03
Dewberry alley.....	.6	468 $\frac{2}{3}$	
Carrollton avenue.....	3	37	349 94
Ostend.....	10	444	
Light.....	6	246 $\frac{3}{4}$	
Carlyle Place.....	4	160 $\frac{1}{4}$	
Eighth.....	2	14	892 61
Rear W. S. Bethel.....	6	112	113 52
Broadway and Regester.....	3	86 $\frac{1}{4}$	63 66
Potomas and Hare.....	4	222	115 24
Bond and Bethel.....	6	370	232 83
First and Second.....	4	160 $\frac{1}{4}$	75 32
Luzerne and Clover.....			
Gilmor and Stricker.....			
German and Baltimore.....			
Etting and Druid Hill avenue....			
Bolton and Linden avenue.....			
S. W. Park avenue.....			
Albemarle and Slemmers alley..			
Robinson and East avenue.....			
Johnson and Covington.....			
Arlington and Carrollton avenues			
N. of Pratt.....			
N. of Pratt.....			
Hanover and Charles.....			
Warren avenue and Hamburg....			
E. of Broadway.....			
Myrtle and Augusta avenues....			
Lanvale and Federal.....			

Location, Size, Number of Feet, and Cost of Distributing Main, laid from January 1st, 1892, to December 31st, 1892.

Street.	Between	Size	Length.	Cost.
Rear W. S. Broadway...	Townsend and Lanvale.....	4	172 $\frac{2}{3}$	\$80 52
" E. S. Carey.....	Riggs avenue and Winchester...	4	259	131 50
Baltimore.....	Smallwood and Calverton road...	4	61 $\frac{2}{3}$	33 22
Clifton.....	Twelfth and Thirteenth.....	6	518	362 85
Riggs avenue.....	Arlington and Carrollton aves...	4	123 $\frac{1}{2}$	76 40
Monroe.....	Baltimore and Hollins.....	4	185	90 12
Goldsmith alley.....	Pratt and McHenry.....	4	98 $\frac{2}{3}$	67 90
Dexter.....	Stockholm and Cross.....	4	24 $\frac{2}{3}$	14 21
North avenue.....	Twelfth and Thirteenth.....	12	246 $\frac{1}{2}$	
		6	61 $\frac{2}{3}$	393 01
Rear E. S. Division.....	Gold and Baker.....	4	123 $\frac{1}{2}$	84 64
Chew.....	Chester and Washington.....	4	838 $\frac{2}{3}$	
Washington.....	Chew and Madison.....	3	37	606 42
Montebello avenue.....	Quaker lane and St. Ann ave....	6	148	154 36
Fayette.....	Chester and Patterson Park ave..	6	444	
		4	3	357 35

Washington.....	4	170 $\frac{1}{2}$	171 81
Federal and Oliver.....	3	170 $\frac{1}{2}$	91 50
Gold.....	4	185	26 64
North avenue.....	4	37	142 44
Mytle ave.....	4	234 $\frac{1}{2}$	22 96
Shield's alley.....	3	49 $\frac{1}{2}$	183 73
Andre.....	4	382 $\frac{1}{2}$	
Clover.....	4	135 $\frac{3}{4}$	
	6	12 $\frac{1}{2}$	87 96
Bruce alley.....	4	146	106 12
Rear S. S. Saratoga.....	3	108	34 14
“ W. S. Boulden.....	4	234 $\frac{1}{2}$	123 38
“ E. S. Second.....	4	24 $\frac{3}{4}$	12 84
Vincent alley.....	4	49 $\frac{1}{2}$	27 79
Gough.....	3	259	87 48
Preston.....	3	74	50 24
Morton alley.....	4	197 $\frac{1}{2}$	116 68
Rear W. S. Hanover.....	4	148	75 51
Preston.....	4	197 $\frac{1}{2}$	117 42
Beverline.....	4	296	152 40
Rear E. S. Aisquith.....	4	86 $\frac{1}{2}$	51 00
Preston.....	4	49 $\frac{1}{2}$	30 25
Rear W. S. Madison ave.....	4	222	93 98
Calvin avenue.....	6	246 $\frac{3}{4}$	149 11
Rear W. S. Taylor.....	4	172 $\frac{3}{4}$	76 82
Etting and Druid Hill avenue....			
W. of Druid Hill avenue.....			
Hoffman and Greenwillow.....			
Hoffman and Greenwillow.....			
Clement and Beason.....			
Aliceanna and Lancaster.....			
Lexington and Saratoga.....			
E. of Liberty.....			
Aliceanna and Hudson.....			
O'Donnell and Elliott.....			
Wilkins avenue and Cole.....			
Fourth and Fifth.....			
Caroline and Spring.....			
Oliver and Mt. Royal avenue....			
Barney and Wells			
Cathedral and Mt. Royal ave....			
Patapsco and Charles.....			
North avenue and First			
Valley and Hillman.....			
Presstman and Bloom.....			
and Old York road.....			
S. of Gorsuch avenue.....			

Location, Size, Number of Feet, and Cost of Distributing Main, laid from January 1st, 1892 to December 31st, 1892.

Street.	Between.	Size	Length.	Cost.
Clairmount.....	Fourth and Fifth.....	4	172 $\frac{3}{4}$	\$99 47
Broadway.....	Oliver and Hoffman.....	3	345 $\frac{1}{2}$	140 65
		1 $\frac{1}{2}$	4	
York road.....	Tenth and Eleventh.....	10	684	
		4	12 $\frac{1}{2}$	756 80
Montebello avenue.....	and Cottage avenue.....	6	333	228 93
York road.....	and Boundary avenue.....	4	40	35 13
S. E. cor. Northwest.....	and Ninth.....	6	357 $\frac{3}{4}$	
		10	49 $\frac{1}{2}$	269 98
Tome.....	First and Second.....	3	74	27 79
Rear W. S. First.....	Tome and First avenue.....	3	20	11 09
First.....	First and Second avenues.....	3	24 $\frac{3}{4}$	12 24
Burke.....	Monument and McElderry.....	4	135 $\frac{3}{4}$	66 47
Guilford avenue.....	Twenty-second and Twenty-third.	6	98 $\frac{3}{4}$	
		4	160 $\frac{1}{2}$	150 74
Burke.....	Eastern and Canton avenues....	4	111	74 59
Rear E. S. Pulaski.....	Wilhelm and McHenry.....	4	296	151 60

Rear E. S. Broadway.....	4	246 $\frac{1}{2}$	108 63
N. E. corner Lancaster....	4	61 $\frac{3}{8}$	37 56
S. S. Lancaster.....	4	74	30 32
Third avenue.....	3	12 $\frac{1}{2}$	7 44
Dallas.....	6	185	
Boundary avenue.....	4	234 $\frac{1}{2}$	379 60
Rear E. S. McCulloh	4	37	19 47
Clendenin.....	12	296	
	4	172 $\frac{3}{8}$	536 50
Clay.....	6	150	107 29
Rear N. S. Biddle.....	4	123 $\frac{1}{2}$	75 66
McElderry.....	6	123 $\frac{1}{2}$	110 78
Wilkins avenue.....	4	3,367	1,806 59
S. S. Wilkins avenue.....	4	345 $\frac{1}{2}$	142 65
Old Falls road.....	6	37	34 82
Hampden avenue.....	4	1,097 $\frac{3}{8}$	557 91
S. S. Eastern avenue.....	2	30	20 49
Boston.....	4	24	17 06
Ensor.....	4		
Oliver.....	4	777	420 64
Rear S. S. Biddle.....	4	308 $\frac{1}{2}$	156 07
Quaker lane.....	6	111	81 22
Elliott.....	3	61 $\frac{3}{8}$	23 79
Rear N. E. cor. Madison avenue.....	2	20	9 79
Townsend and Lanvale.....			
and Canton.....			
Robinson and East avenue.....			
Clairmount avenue and Gough.....			
S. of Boundary avenue.....			
Bond and Caroline			
Gold and Bloom.....			
Madison and McCulloh.....			
E. of Howard.....			
Bond and Broadway.....			
Castle and Chester.....			
Gilmor and Bentalou.....			
Pulaski and Smallwood.....			
S. of Merryman's lane.....			
W. of Huntingdon avenue.....			
E. of Central avenue.....			
W. of Chesapeake.....			
Hoffman and Oliver.....			
Ensor and Holbrook.....			
Forrest and Clifton Place.....			
and Cottage avenue.....			
Potomac and Hare.....			
and Linden avenue.....			

Location, Size, Number of Feet, and Cost of Distributing Main, laid from January 1st, 1892, to December 31st, 1892.

Street.	Between.	Size	Length.	Cost.
Rear E. S. East avenue.	Dillon and O'Donnell.....	4	61 $\frac{3}{4}$	\$ 30 43
York road.....	Oxford and Brady avenues.....	4	320 $\frac{3}{4}$	192 31
Brady avenue.....	E. of York road.....	12	147	195 16
Oliver.....	E. of Broadway.....	3	170 $\frac{1}{4}$	88 21
York road.....	Carroll and Chestnut Hill aves....	4	394 $\frac{3}{4}$	174 66
Rear E. S. John.....	Mosher and Lafayette ave.....	4	74	36 36
" W. S. McCulloh ..	Bloom and Gold.....	4	123 $\frac{1}{4}$	49 60
" E. S. Charles.....	Biddle and Preston.....	3	209 $\frac{3}{4}$	95 24
" E. S. Calverton road.	Lanvale and Townsend.....	4	135 $\frac{3}{4}$	71 87
Canton.....	Lancaster and Aliceanna.....	4	629	287 75
Rear W. S. First	First and Second avenues.....	3	49 $\frac{1}{4}$	18 96
" W. S. Cross.....	Cleveland and Nanticoke.....	4	135 $\frac{3}{4}$	74 78
" E. S. Cross.....	Parkin and St. Peter.....	4	37	34 65
" S. S. Eastern ave....	Luzerne and Cannon.....	4	123 $\frac{1}{4}$	65 46
" S. S. Cross.....	Scott and Sterrett alley.....	4	283 $\frac{3}{4}$	143 93
" N. S. Biddle.....	Maryland avenue and Cathedral.	4	160 $\frac{1}{4}$	73 09
Beason.....	Decatur and Haubert.....	4	172 $\frac{3}{4}$	77 70

Boundary avenue.....	3	61 $\frac{3}{4}$	49 29
Wilkins avenue.....	4	61 $\frac{3}{4}$	46 70
Reinbart.....	4	49 $\frac{1}{4}$	26 69
Rear E. S. Broadway.....	4	111	
W. S. Eutaw.....	3	15	9 84
Woodberry avenue.....	6	753	
	4	629	797 61
Millington lane.....	10	308 $\frac{3}{4}$	
Wilkins avenue.....	8	248 $\frac{3}{4}$	
Brunswick	6	1,640 $\frac{1}{4}$	
	4	37	
	3	12 $\frac{1}{4}$	1,833 85
Park avenue.....	4	172 $\frac{3}{4}$	98 29
Florence.....	4	222	111 44
Francis.....	4	160 $\frac{1}{4}$	59 92
Prospect.....	4	210	110 97
Burke.....	4	508 $\frac{3}{4}$	
	3	37	259 34
Rear E. S. Maryland ave.	4	456	
	1 $\frac{1}{2}$	5	232 23
Beason.....	4	61 $\frac{3}{4}$	44 15
Rear N. S. Baltimore....	4	246 $\frac{3}{4}$	131 04
“ S. S. North avenue..	4	234 $\frac{1}{4}$	
	1 $\frac{1}{2}$	5	126 41

Location, Size, Number of Feet, and Cost of Distributing Main, laid from January 1st, 1892, to December 31st, 1892.

Street.	Between.	Size	Length.	Cost.
Gorsuch avenue.....	Taylor and Harford avenue.....	12	1,652 $\frac{2}{3}$	\$ 2,508 00
		6	24 $\frac{2}{3}$	
		4	37	
		4	518	
Walbrook avenue.	Payson and Pulaski.....	10	296	580 04
Mt. Royal avenue.....	Lennox and Reservoir.....	3	123 $\frac{1}{2}$	
Rear S. S. Lanvale.....	W. of Broadway.....	4	123 $\frac{1}{2}$	77 63
Orleans.....	Patterson Park ave. and Burke..	4	283 $\frac{2}{3}$	
Twentieth.....	Oak and North Avenue bridge...	3	37	223 38
		30	163 $\frac{1}{2}$	
Burrough.....	S. of Fort avenue.....	20	171 $\frac{1}{2}$	1,999 56
		2	5	
Cottage avenue.....	near Quaker lane.	3	257	95 33
Clement.....	W. of Lawrence.....	6	308 $\frac{1}{2}$	
		4	75	48 36
			65,264 $\frac{1}{2}$	\$49,942 56

Engineer and Superintendent's Report,
COUNTY DIVISION.

REPORT.

OFFICE OF THE
ENGINEER AND SUPERINTENDENT COUNTY DIVISION.

LAKE MONTEBELLO, January 2d, 1893.

R. K. MARTIN, Esq.,

Chief Engineer Water Department.

SIR—I herewith respectfully submit my report for the year ending December 31st, 1892.

JONES' FALLS SUPPLY.

The total flow of water on this supply was 5,733,000,000 gallons less than the year preceding, whilst the flow of clear water was 364,000,000 gallons greater. The muddy water was 3,569,000,000 gallons less than during 1891.

The rainfall at Lake Roland was 15.47 inches less the past year than it was in 1891.

The water in Lake Roland was muddy 16 days during the year. The greatest flow over the dam was on June 24th, when it reached a height of 13 inches.

On July 16th the lake was full of water, then it commenced lowering, fell $13\frac{1}{4}$ inches; was full again August 3d; then fell six inches; was full again on the 8th, then gradually lowered until the 13th of September, when it was 42 inches out; then raised until the 15th, when it was 24 inches out; then fell again until the 2d of November, when it was $72\frac{1}{2}$ inches out—the lowest point reached during the year. The water then commenced raising until the 8th of December, when it was full of water again, and remained so until the end of the year.

The water was below the level of the dam 4 months.

During the time of low water in the lake, 14,439 cubic yards of sediment was removed from the exposed bottoms at a cost of \$1,548.05.

Harper's waste weir, and the five-mile brick conduit connecting Lake Roland with Hampden Reservoir, continue in the same good condition.

An average of 20,600,000 gallons of water per day passed through this conduit during the year, being 600,000 gallons per day more than last year.

This conduit was tapped near Harper's waste weir December 22d, to supply the Melvale Distillery with water.

HAMPDEN RESERVOIR.

This reservoir continues to do good service, with but little expense to the department.

A new wire fence will be needed here in the spring, to protect the osage orange hedge surrounding this property, as the old plank fence has nearly rotted away.

The 30-inch pipe mains connecting this reservoir with Druid Lake have also done good service during the year, and been attended with no expense.

DRUID LAKE.

The water in this lake was lowered by wasting from the bottom during the months of January, February and March. During April the water commenced falling from the excessive draw from the City upon it, and the scarcity of the supply from Lake Roland. The water continued to lower until the 31st of July, when it was 8 feet 4 inches low. In August it commenced gaining until the 17th of December, when it was 16 inches out. At the close of the year it was 50 inches out. This loss was owing to the supply being shut off at Lake Roland to allow the connection to be made with the conduit for the Melvale Distillery supply.

No water was wasted from this lake since March.

The daily consumption of water from Druid Lake averaged 20,671,425 gallons, a gain of 1,365,425 gallons per day over the previous year.

HIGH SERVICE RESERVOIR, DRUID HILL PARK.

There were 1,303,702,562 gallons of water pumped into this reservoir during the year from Druid Lake. This is 359,271,609 gallons less than was pumped last year, owing to the relief given by the eastern high service pumping engine, at Oliver and Ann streets, pumping from the Gunpowder supply.

THE GUNPOWDER SUPPLY.

The total flow of water on this supply was 32,550,000,000 gallons of water less than the previous year. The clear water over the dam was 13,527,000,000 gallons, and the muddy water was 22,300,000,000 gallons less than last year.

The rainfall here was 12.45 inches less than last year.

Loch Raven was muddy eighty days during the year; the greatest number of days in any one month was twenty-two, in July. There was no muddy water in the lake during October and December, and it was muddy sixteen days less than the previous year.

The greatest flow of water during the year was on the 4th of July, when it was 34 inches deep passing over the crest of the dam.

The same continuous daily waste of 50,000,000 gallons of water has been going on from the bottom of Loch Raven during the year, drawing the sediment away at a lower level than the supply going to Lake

Montebello for City use; the wasted water is emptied into the stream below the foot of the dam.

The deposit of sand in the bed of the lake continues to increase, thereby decreasing its storage capacity.

Sufficient corn and oats have again been raised on land adjacent to the lake, owned by this department, to feed the horses and mules kept at the different stations.

Two of the old mules belonging to this department died at the pumping station, Oliver and Ann streets, during the year.

The seven-mile tunnel connecting Loch Raven with Lake Montebello continues in thorough working order, and has again been attended with no expense during the year.

LAKE MONTEBELLO.

This lake has been approximately full of good clear water during the year; it was lowered only when the water in Loch Raven was muddy, and the gates there closed until the water is clear.

The lowest point the water reached here was on July 8th, when it was down 10 feet; on the 12th it was full again.

A heavy waste is kept up from the bottom whenever clear water is being received; this waste averaged

11,000,000 gallons of water daily during the year, and 675,167 gallons water per day more than last year passed through to Lake Clifton.

THE DRAIN TUNNEL,

Carrying the waters of Tiffany's Run around Lake Montebello and emptying into Herring Run below the Lake, is in good condition and has been no expense during the year.

The one-mile tunnel connecting Lake Montello with Lake Clifton is also in first-class condition, and it, too, has cost nothing during the year.

LAKE CLIFTON

Was full of water until July, when it was drawn down to relieve the pressure on the broken 40-inch pipe mains leading from the gate house here to the City.

The water is now passing through this house without going into the lake, and supplying the City and also the pump at Oliver and Ann streets.

An average of 26,321,417 gallons of water per day for the City was sent from this supply during the year.

MT. ROYAL RESERVOIR,

In Druid Hill Park, continues to draw its supply from the Gunpowder, except during the warm months, when it is assisted with water from Druid Lake.

The average daily amount of water sent to the City from both supplies during the year was 47,157,833 gallons, an excess of 2,205,639 gallons per day over the previous year.

The officers and men of this division have again performed their various duties during the year in the most satisfactory manner.

Respectfully submitted,

WILLIAM L. KENLY,

Engineer and Superintendent, County Division.

STATEMENTS.

Engineer and Superintendent's Report,

COUNTY DIVISION.

BALTIMORE CITY WATER WORKS.

TABLE OF RAINFALL IN INCHES.

1892.	<i>Jones' Falls Supply.</i>			<i>Gunpowder Supply.</i>		
	Lake Roland.	Hampden Reservoir.	Druid Lake.	Mt. Royal Reservoir.	Loch Raven.	Lake Montebello.
January....	4.63	5.85	4.97	4.99	5.67	5.30
February...	2.43	2.82	2.97	2.83	2.72	2.74
March.....	5.40	6.43	6.20	6.15	5.44	5.45
April.....	2.90	3.46	3.46	2.80	2.80	3.07
May.....	3.35	5.12	5.33	5.30	4.21	4.09
June.....	9.50	6.87	5.93	5.72	4.60	8.05
July.....	3.60	5.02	4.98	5.33	4.18	3.94
August....	3.14	3.14	3.35	3.15	4.18	4.33
September..	2.68	2.87	2.95	2.57	2.98	2.59
October....	.20	.28	.25	.32	.37	.31
November..	4.40	4.88	4.63	4.08	4.98	4.59
December...	1.55	2.44	2.61	2.50	2.39	2.43
Total.....	43.78	49.18	47.63	45.74	44.52	46.89

Respectfully submitted,

WM. L. KENLY.

Jones' Falls Supply for the Year Ending December 31st, 1892.

NUMBER OF GALLONS.								
MONTH.	Clear Water over Lake Roland Dam.	Muddy Water over Lake Roland Dam.	Water from Bottom Gates Lake Roland Gate House.	Clear Water Sent through Conduit Gates Lake Roland.	Total Flow Jones' Falls Per Month.	Average Flow of Stream Per Day.	Average Sent to City Per Day.	Pumped to High Service Reservoir from Druid Lake.
January.....	1,038,000,000	.....	.....	598,000,000	1,636,000,000	52,800,000	19,000,000	105,718,650
February.....	377,000,000	.....	231,000,000	633,000,000	1,241,000,000	42,800,000	20,000,000	100,981,850
March.....	650,000,000	622,000,000	287,000,000	707,000,000	2,266,000,000	73,000,000	20,387,100	119,481,890
April.....	557,000,000	.....	463,000,000	659,000,000	1,679,000,000	56,000,000	20,700,000	115,149,150
May.....	201,000,000	174,000,000	574,000,000	657,000,000	1,606,000,000	51,800,000	20,700,000	151,294,500
June.....	193,000,000	536,000,000	300,000,000	644,000,000	1,673,000,000	55,800,000	22,800,000	170,765,005
July.....	26,000,000	120,000,000	31,000,000	667,000,000	844,000,000	27,226,000	23,600,000	118,507,950
August.....	83,000,000	20,000,000	.....	790,000,000	893,000,000	29,000,000	23,355,000	79,266,755
September.....	.....	.....	.....	645,000,000	600,000,000	20,000,000	21,000,000	85,817,800
October.....	.....	.....	.....	613,000,000	563,000,000	18,200,000	19,015,000	57,290,450
November.....	.....	.....	.....	590,000,000	679,000,000	22,600,000	19,500,000	98,496,062
December.....	167,000,000	.....	.....	510,000,000	737,000,000	23,800,000	18,000,000	100,932,500
Totals.....	3,292,000,000	1,472,000,000	1,886,000,000	7,713,000,000	14,417,000,000	39,418,833	20,671,425	1,303,702,562

Gunpowder Water Supply for the Year Ending December 31st, 1892.

NUMBER OF GALLONS.									
MONTH.	Clear Water over Loch Raven Dam.	Muddy Water over Loch Raven Dam.	Waste Water from Bottom Gates Loch Raven Gate House.	Clear Water Sent to Lake Montebello from Loch Raven.	Total Flow of the Gunpowder Per Month.	Average Flow of Stream Per Day.	Average Sent to City Per Day.	Sent to City from Both Supplies Per Day.	Pumped from Eastern High Service Pump- ing Station.
January.....	5,493,000,000	4,819,000,000	1,748,000,000	1,125,000,000	13,185,000,000	425,000,000	25,000,000	46,000,000	.....
February.....	5,066,000,000	789,000,000	1,624,000,000	1,305,000,000	8,784,000,000	303,000,000	24,500,000	44,500,000	.....
March.....	7,592,000,000	6,857,000,000	1,748,000,000	946,000,000	17,143,000,000	553,000,000	24,000,000	44,387,000	.....
April.....	10,473,000,000	789,000,000	1,691,000,000	1,350,000,000	14,303,000,000	477,000,000	25,500,000	46,200,000	.....
May.....	5,343,000,000	6,223,000,000	1,748,000,000	904,000,000	14,218,000,000	459,000,000	25,000,000	45,700,000	.....
June.....	3,402,000,000	3,339,000,000	1,691,000,000	1,053,000,000	9,485,000,000	316,000,000	26,600,000	49,400,000	.....
July.....	1,850,000,000	6,662,000,000	1,748,000,000	867,000,000	11,127,000,000	359,000,000	23,000,000	46,600,000	46,621,778
August.....	2,825,000,000	4,875,000,000	1,748,000,000	1,072,000,000	10,520,000,000	339,000,000	26,000,000	49,335,000	99,865,568
September.....	1,880,000,000	1,230,000,000	1,691,000,000	1,278,000,000	6,079,000,000	204,000,000	27,967,000	48,967,000	85,261,136
October.....	1,410,000,000	.....	1,748,000,000	1,330,000,000	4,488,000,000	145,000,000	29,790,000	48,805,000	95,812,298
November.....	2,834,000,000	564,000,000	1,691,000,000	1,347,000,000	6,436,000,000	215,000,000	29,500,000	49,000,000	54,726,752
December.....	3,171,000,000	.....	1,748,000,000	1,674,000,000	6,593,000,000	213,000,000	29,000,000	47,000,000	67,462,680
Totals.....	51,339,000,000	36,147,000,000	20,624,000,000	14,251,000,000	122,361,000,000	334,000,000	26,321,417	47,157,833	449,750,212

Respectfully submitted,

WM. L. KENLY,

Engineer and Superintendent County Division, Baltimore Water Department.

THIRTY-THIRD ANNUAL REPORT

— OF THE —

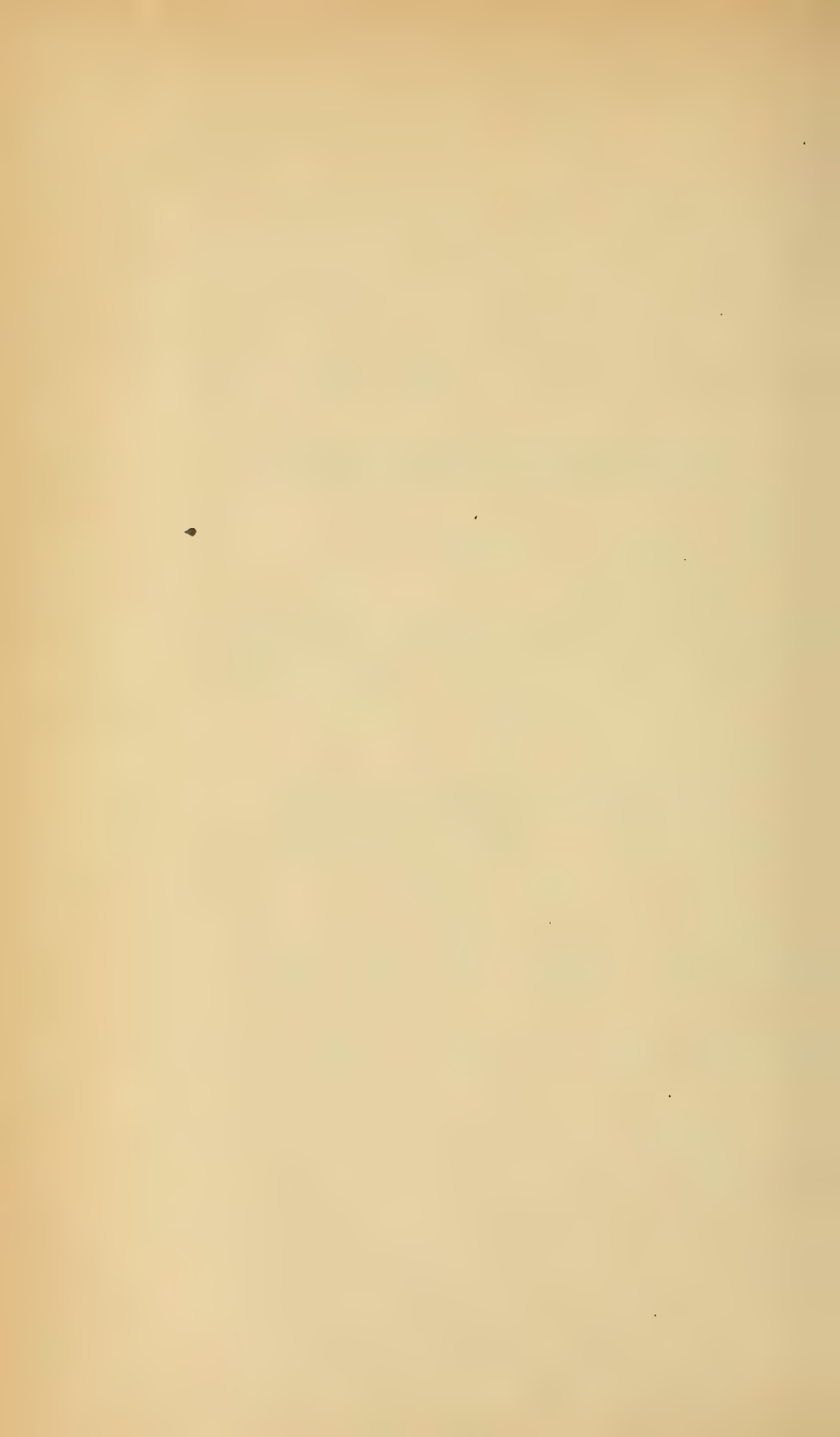
Public Park Commission

— TO THE —

MAYOR AND CITY COUNCIL OF BALTIMORE,

— FOR THE —

Fiscal Year Ending December 31st, 1892.



The Public Park Commission

—OF THE—

City of Baltimore, Maryland.

HON. FERDINAND C. LATROBE, MAYOR,

Chairman Ex officio.

GEN. JOHN S. BERRY,

Secretary.

DAVID L. BARTLETT,

GERMAN H. HUNT,

FREDERICK WEHR,

JOHN C. FROEHLICH,

DOUGLAS H. THOMAS.

REPORT

OF THE

Public Park Commission.

BALTIMORE, December 31st, 1892.

*To the Honorable the Mayor and
City Council of Baltimore:*

In accordance with Section 5 of an ordinance providing for a Public Park or Parks, approved July 21st, 1860, we beg leave to submit the following general mention of the work done in the Public Parks, under the jurisdiction of the Commission, for the year 1892. For the particulars of the work, we respectfully refer you to the Report of the General Superintendent and Engineer, and for the financial statistics to the Report of the Treasurer.

Having obtained possession by condemnation of the property necessary for the Eutaw Place and south side improvement in Druid Hill Park, work was begun in the spring to carry out the plan for its construction. This work has gone on steadily ever since until now.

It is nearing completion, and may be considered the most substantial evidence of improvement in Druid Hill Park offered to the public for many years. After this large piece of work, which has engaged nearly the entire force of the Park for a large part of the year, we beg leave to call attention to the macadamizing of 800 feet of the Pimlico road, just west of Swann avenue. This has always been a narrow section and very wet in bad weather. A new bear den has been built in the valley back of the Mansion, with a good southern exposure and above ground. The support wall along the western side of Mt. Royal avenue has been completed to the upper gateway. This is an important improvement.

The stone house was rented early in the summer upon favorable conditions.

The Lake drive was lit with arc lamps before the close of the year. The Swann avenue urns have been removed and the avenue prepared for improvement, which has not been consummated, through want of stone. The Washington statue is now in place and undergoing the cleaning and preservative process. It is a fine piece of statuary and a desirable addition to the Park. We are also much indebted to the Italians of Baltimore for the beautiful monument to Columbus now standing at the western end of the Lake.

Many other minor improvements have been made in fencing, drainage and other matters. In addition to these, repairs on a large scale have been made to roads and paths.

Patterson Park has also experienced the impulse of improvement during the year. The Old Eastern avenue entrance has been replaced with a commodious and handsome gateway of granite and iron.

The new Mansion was begun in August and carried on until cold weather set in. It promises to be a commodious and attractive house, placed on the eastern slopes of the old Park and overlooking the Extension.

The grounds around the Observatory have been put in order and paved. Twelve of the Druid Hill urns have been set up in the Park and much other work done. The Extension has progressed far towards completion, the Lake is completed and much surface finished up.

Federal Hill has been much benefitted by the construction of a handsome granite entrance.

Johnston Square has been improved by a fair share of asphalt block pavement.

Riverside Park and Mount Royal Terraces have been kept in excellent condition.

Collington Square has been kept in order during the year, but no work done on it. It will probably remain unfinished until more of the adjoining streets are opened.

Carroll Park has been very much improved during the year and promises to be one of the most attractive Parks around the City, marked, as it is, by its time-honored Mansion.

REPORT

OF THE

General Superintendent and Engineer.

BALTIMORE, December 31st, 1892.

To the Public Park Commission.

GENTLEMEN :

I beg leave to submit herein my Annual Report for all the Public Parks under the control of the Commission. For matters of detail you are respectfully referred to the Monthly Reports.

DRUID HILL PARK.

(700 Acres.)

ENTRANCES AND DRIVEWAYS.

This has been a year of great activity in betterments and our expenditure has been proportionately large, but the benefits have been very great, and I believe the active policy of the Commission is fully sustained in the opinion of the public.

No single piece of work has ever been undertaken in Druid Hill of late years equal in importance to the new Eutaw Place entrance and the South road to upper Mount Royal gate. The land needed to carry out this improvement having been obtained in 1891 by condemnation, work was begun in April of the present year by setting back the Eutaw Place gateway 100 feet, and moving the boundary fence, east and west of the same, to the proper line, which is about 2,000 feet long. Then followed the main drainage, (an indispensable part of the work), which involved the laying of 3,130 lineal feet of 20-inch and 24-inch terra cotta pipe, from the western end of the lake to the eastern end of the stone culvert which passes under Mount Royal avenue and empties into the N. C. R. W. pond. This pipe was laid at depths varying from four to nine feet, and was carefully calculated to carry off all the water from a well defined water shed, draining towards it, under a rainfall of one inch per hour, pipe to run three-quarters full.

This does not take into consideration the existence of an 18-inch pipe which was laid by the Water Board many years ago, through the Brooks property, and which has been to this time the only outlet for water from the lake driveway. When the main drainage had progressed far enough to permit it, grading began and was carried on actively during the entire year; this involved the making of new roads and paths, and the obliteration of old roads—indeed, the shape of the entire surface involved was materially changed from Madison avenue gateway to upper Mount Royal.

As soon as the grading of the Brooks property permitted it, a support wall was built along the boundary line east and west of Eutaw Place entrance until low ground was reached. This wall is 1,187 feet long. 936 lineal feet of subsidiary drainage was laid in connection with the development of the roads and paths. This work has gone on steadily now for nine months, and is complete with the exception of making the fill on the Callow property, which will round it all up and enable us to establish the Park fence at grade.

All curves have been carefully laid off and all grades carefully adjusted by instrumental work. The result is that we have a convenient and graceful entrance at Eutaw Place in every direction.

Four hundred feet of the old lake drive has been widened from forty to fifty feet, and one thousand feet of it has been increased to sixty feet and over, in width. A broad and convenient footway has been made, between Eutaw Place entrance and Madison avenue gateway, and from Eutaw Place eastward a distance of two thousand feet, and will be extended to a junction with Park avenue at Upper Mount Royal, as soon as the Callow embankment is made.

Twelve hundred feet east of Eutaw Place, the new south road leaves the lake drive and reaches Mount Royal at the upper gate, a convenient cut to the City. This improvement is not only an ornament and convenience to the Park itself, but makes a most desirable

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and convenient frontage for the entire extent of the adjoining property, from Eutaw Place to Mount Royal avenue.

The road improvement next in importance to the above was macadamizing eight hundred lineal feet of the Pimlico drive, starting from the head of Swann avenue. The drive was widened from a variety of widths to thirty-five feet; it was excavated, rolled heavily, underdrained, and then macadamized, converting what had always been a wet and uneven road, difficult to maintain, into a dry and pleasant carriage-way. As has before been stated, it is becoming more and more important, that certain of our main drives should be macadamized, say about three to three and a half miles, but as macadamizing park roads, which vary from thirty-five to sixty feet in width, is a very expensive matter, it can be done a little at a time, each year, until completed. Macadamizing a road thirty-five feet wide with nine inches of stone, when consolidated with the steam roller, costs about \$15,000 per mile, and more, with wider roads. In addition to the above described new and reconstructed roads, a large amount of repairing has been done, as usual, with rotten rock or gravel.

A statement of the amount of carriage road constructed and reconstructed in lineal feet is as follows :

New road, from 30 to 45 feet wide...	2,900 lineal feet.
Old road macadamized, 35 feet wide.	800 lineal feet.
Old road remetalled.....	2,200 lineal feet.

The stone used in macadamizing comes from our own quarry of gneiss, north side of Park, and is sufficiently hard for our purposes.

In this connection, I am canvassing the possibility of buying crushed stone outside, but as far as I have obtained information, we can quarry and crush for much less per cubic yard than we can buy. As soon as my information is accurate on this head, I will communicate results to the Commission. We have excellent machinery for crushing, well mounted and equipped, and we have experienced quarrymen in our force. We could open other quarries on the north side of the Park next season, if the Commission think favorably of it.

FOOTWAYS.

Of entirely new footways, we have constructed during the year 2,600 lineal feet. Of this amount, 2,300 feet were made in connection with the south side improvement, a portion of which amount still needs top-dressing and rolling. The balance was made to facilitate access to the bear den. It is intended, as far as possible, to dress these footways with the fine stone product known as No. 4, from the crusher, which prevents mud and protects the surface from wash. The old footways have been kept in repair with fine rotten rock. The steep footway leading from Mount Royal avenue up the slope of the Druid Lake embankment has been paved with small pebbles to preserve the surface from wash.

DRAINAGE.

A very large amount of underground drain pipe has been laid during the year, especially in connection with the south side improvement, as before stated. The importance of this can hardly be overestimated in the preservation of the surface during the thaws of early spring and the heavy summer rain storms; to pass the rapid accumulation of surface water at once underground through properly constructed inlets judiciously placed, into drains properly graded and proportioned, is the only safeguard we have. The first cost of this process is comparatively large, but the subsequent saving in repairs is much greater. This underground work, being out of sight, is not appreciated generally by the public. The following table will give an idea of the work done in this line:

24-inch terra cotta pipe laid, average depth 6 feet.....	2,236	lineal feet.
20-inch terra cotta pipe laid, average depth 4 feet.....	894	“ “
12-inch terra cotta pipe laid, average depth 3 feet.....	489	“ “
10-inch terra cotta pipe laid, average depth 3 feet.....	177	“ “
8-inch terra cotta pipe laid, average depth 3 feet.....	210	“ “
6-inch terra cotta pipe laid, average depth 2½ feet.....	522	“ “
4-inch terra cotta pipe laid, average depth 2½ feet.....	162	“ “
3 and 2-inch terra cotta pipe laid, average depth 2 feet.....	54	“ “
Aggregating 4,744 lineal feet.		

This is all new work during the year. In connection with these pipes, there have been built 42 inlets or wells, from 3 to 9 feet in depth.

In addition to the above underground drainage, there have been laid the following amounts of new surface gutters :

Of stone and pebbles, 32 inches wide, 9,571 lineal feet.

Of brick, 12 and 16 inches wide..... 2,988 “ “

Aggregating 12,559 lineal feet, or 2.37 miles.

SUPPORT WALLS.

The Mount Royal west side wall, built to protect us from the wash from the Bond property, and to form a basis for the future terracing, has been entirely completed and coped, and includes five granite lamp pedestals.

Length of wall 1,242 lineal feet.

Wall along the Brooks property,

partly covered with coping..... 1,187 “ “

Total..... 2,429 “ “

These walls stand 26 inches high above the ground, including the coping, and are well and substantially built of neat broken ranged work above ground.

THE BEAR DEN.

This work was let to Philip Walsh & Son, and the excavation of the site began in April. The masonry

went up quite promptly, but the iron work lingered interminably. At this stage it was determined to enlarge it, which was done. About September 1st the work was finished, and the two bears, which had in the meantime arrived, were placed in it.

The den is considered to be one of the best in the country, and certainly is commodious, substantial, well drained and readily cleaned. It contains a fine, large bath, with ample water supply and plenty of cave room. The completion of the den made it necessary to improve the surroundings in every way, which was done. New paths were made and old paths rebuilt, a handsome pavement was laid around the den, two flights of steps constructed to the back of it, and communications opened in every direction. The iron guard-rail, which was not contemplated originally, nor until the grizzlies were reported coming, has only just been completed, but is a thoroughly satisfactory guard.

A tabulated statement of work done outside of the den itself is given below.

New paths constructed.....	497 lineal feet.
Brick gutters laid.....	1,047 lineal feet.
Asphalt block pavement.....	152 square yards.
Terra cotta drain pipe laid.....	55 lineal feet.
Wooden stairways built.....	2
Drain wells built.....	1

FENCING.

There have been built and rebuilt during the year the following amounts of fencing:

Six feet standard picket fence.....	3,640 lineal feet.
Dufur wire fence between the Park and Dr. Eccleston, each paying half.....	151 lineal feet.
Heavy wooden guard railing.....	913 lineal feet.
Light wooden guard railing.....	4,980 lineal feet.
Page woven steel wire fencing.....	637 lineal feet.

This woven steel wire fencing promises to be valuable. It is very strong, flexible and elastic, and combined with the iron anchor post, can be put up complete for fifteen cents per lineal foot. We have about 2,400 lineal feet of this fencing on hand, and I propose next spring to set it up along the new south road as an experiment. We have at this time 637 feet of it around the rhododendron plat, fastened to wooden posts. Running repairs to our line fencing are constant. It is gone over every Monday morning by a carpenter, who mends gaps and makes other small repairs.

SUNDRIES.

Four new standard octagonal closets have been built during the year, making fifteen public closets in the entire Park, with accommodations for 112 persons. This is a much more extensive provision than exists in Central Park, New York, where I could only make out public arrangements for about 50 persons.

Three new gatekeepers' boxes have been put up during the year—one at Upper Mount Royal, one at Cedar avenue and one at the west gate. Several old boxes will have to be replaced during the coming year, as they are very uncomfortable and much decayed.

Uniforming the gatekeepers and certain employees was a most excellent move; it has elevated the morale of the men and given them more respectability in the eyes of the public. The uniform is conceded to be very appropriate and becoming, and is certainly very comfortable during this exceptionally severe winter. The helmets have been distributed, and the summer caps called in.

Ten new arc lamps have been put up; seven immediately on the Lake drive, one at Cedar avenue, one at Upper Mount Royal, and one at the intersection of several roads, just west of the Columbus statue. One new lamp has been placed on the Pimlico road, near Seven Oaks, and preparation has been made for an extra lamp on the Mansion Esplanade, to be put up next season, making an addition of twelve to our former complement, or making all told at this present time, 40 arc lamps and 30 incandescent. Of the 40 arc lamps, two are only used when music or skating is going on, whilst five are cut out along the stone path, from November to May, so that for a portion of the year we may burn but 33; at this date, owing to the skating, we burn 36. The incandescent lamps burn all the year around. All the arc lamps are being changed

this week, from the old to the new poles along the Pimlico road, and the stone path. We have also removed the unsightly trestle, from the summit of the Madison Avenue gateway, and substituted two well shaped carrier poles.

The cables of the Lake circuit have been contracted for and will be put in place early in February, weather permitting.

I regret to say that the contractor for the new stone footways on Swann avenue has not been able to finish his work on account of the want of proper stone slabs, many of which had to be condemned for want of thickness.

A commodious winter shelter for mules has been built next the sheepfold, with a good hayloft, and we are now erecting a shed near by for the storing of material which heretofore has been exposed to the weather and has thereby suffered much deterioration.

The Columbus statue, a gift from the Italian citizens of Baltimore, was erected during the summer; this is a very well modeled and well cut figure, and is well placed at the western end of the Lake, backed by lofty trees. It is a graceful and timely gift to the City at this anniversary of the great discoverer's advent. The noble figure of Washington, placed at the head of Swann avenue, is nearly completed, and when properly placed in its niche will prove a great ornament to the park. It would be well to subject the statue of

Columbus to the same preservative treatment as the statue of Washington.

The moving of what is known as the Pipe Pavilion from among the trees to the brow of the knoll overlooking the western end of Druid Lake, is a great improvement.

A great many other inconspicuous improvements at various places in the Park have been made during the year, too numerous to mention in detail, but all of value.

The Palm House has been thoroughly painted outside, and the Propagating House paraffined to prevent the percolation of water from the inside through the brick walls. A great deal of painting has been done by our own painter, and all property is in good condition. Fifty park benches were made and sent to Carroll Park. The small zoological collection has been kept full and in good condition, and with the sea lion and camels has furnished much pleasure to visitors.

The Maryland Building, with its collection, is in good order.

THE GARDENER'S DEPARTMENT.

This has been well attended to and the Palm House is always a source of pleasure to visitors, being filled with really fine specimens. But little tree planting has been done this season—only a few dead specimens replaced.

PIC-NICS.

There have been 722 permits issued during the year, averaging 200 each, an aggregate of 144,400 children and guardians who have enjoyed the Park.

SOUTHDOWN FLOCK.

The condition of the flock is excellent. We have realized from the sale of wool \$101.13, and from the sale of buck lambs and old ewes \$450 ; in all, \$551.13. Two fine English bucks of the best blood have been imported during the year, and will be kept apart from the flock until the present buck goes out of use. Our sheep are in demand and sell readily at \$20 apiece. They are well housed and cared for. The shepherds are now clad in their serviceable and becoming costumes.

DEER.

The deer keep up to their usual number as far as it is possible to find out, and although we lose one occasionally, there are sufficient left to add much to the attractions of the Park.

ARRESTS.

There have been 41 arrests made during the year, 19 of which paid fines, 10 were committed and 12 dismissed. This is a smaller number by nine than occurred during 1891.

PATTERSON PARK AND EXTENSION.

(106 Acres.)

BUILDINGS.

The most important piece of new work undertaken during the present year in Patterson Park is the new Mansion House. Plans for this were submitted early in the year, which were accepted, and under instructions from the Committee, bids were called for and the work awarded to Cornelius Sheehan for \$31,445, with the understanding that not over \$10,000 was to be expended during 1892. The site for the building was carefully chosen with reference to the outlook and to the convenience of the entire Park when the Extension is finished, and the new and the old united. Ground was broken in August, and as the entire area had to be excavated, involving the removal of about 1,200 cubic yards, some time was consumed before the masons began. The work was steadily prosecuted until December the 19th, when the weather turned so cold that orders were given to close up until milder weather set in. The work is nearly ready for setting the second floor joists, and is excellent in quality throughout. It has been most carefully inspected day by day, to the end that nothing should be done below the standard set by the specifications.

It having become evident from the experience of the winter of 1891 that the lower story of the Observatory should be enclosed, it was ordered done, and was completed in April. The treads of the winding stairway

were also plated with metal to resist the wear, which was beginning to show.

The Propagating House being in need of repairs on the western side of the south wing through decay of the timber sills, a brick foundation wall was put in and carried up well above ground to prevent decay; the two wooden chimneys at the south end of the wing also, replaced with brick. The entire house has now been overhauled, and is safe and durable. Some repairs have been made during the year on the Conservatory, and the main vestibule doors have been entirely renewed. The dome is in bad condition, and must be entirely renewed next summer; in the mean time, it is propped up to make it safe. The rapid manner in which wood work decays in conservatories indicates that the frame work, at least, should always be made of iron. The damp, hot air soon destroys timber. The heating apparatus of the Conservatory was thoroughly overhauled during the summer and a better arrangement of pipes made.

ROADS AND FOOTWAYS.

Nothing special has been done to the roads other than keeping them in order. The footways around the Observatory have been entirely reorganized, the ground put in shape and paved with asphalt blocks. In connection with this improvement, two flights of marble steps have been put up and eight marble vases set up on the granite base of the Observatory. These

vases were a gift from the Trustees of the Johns Hopkins University. They were cleaned and provided with new bases, which made them just what we needed to finish the surroundings of the Observatory. The road and footways at the Eastern Avenue entrance were entirely remodeled upon the completion of the new gateway, involving a considerable amount of asphalt block paving.

A new footway, six feet wide, was constructed from opposite the Burke Street gate on the north side to a junction with the old path west of the stable.

EASTERN AVENUE GATEWAY.

The old entrance at this point had become so inconvenient and was so narrow that it was decided to build a new gate of granite and iron. A design was made and adopted and the contracts given out. This gate is 21 feet 9 inches wide in the carriage-way, or double the width of the old gate, whilst it has in addition a five-foot gateway on each side for foot-passengers. The entire surroundings have been improved by the reconstruction of this entrance.

SUNDRIES.

Twelve of the Swann avenue iron vases were brought from Druid Hill Park and set up at various places—nine on the Mall, and the other three in the centre of flower beds. Brick bases were built for them of much less altitude than the old ones. The vases look very

well in their new positions, especially when filled with flowers and vines. A great deal of the regrading of grass plats was done at the Lombard Street entrance. The gates were also painted, and the marble pillars well cleaned. An iron horse rack was erected near the Observatory and the space in front paved with blocks.

A large amount of painting has been done during the year; every building of importance has been painted which needed it, including the Ice Cream Saloon, inside and outside, the Boat House and others. All the Park benches have likewise been painted.

DRAINAGE.

A limited amount of drain pipe has been laid this year, and most of that was laid to carry off the water from the foundations of the new Mansion House. The system of underground piping in Patterson Park is now so complete that little remains to be done, except from time to time to put in a special branch.

ELECTRIC LAMPS.

There are 18 arc lamps in the Park; of these, two are used in case there is skating. The very cold weather which has prevailed since December 20th has kept the skating in full blast.

ARRESTS.

Total number of arrests during the year, 22. Of these, 7 were dismissed and 11 went to jail. The fines collected amounted to \$40.

A few items by measurement of work done are given below:

New benches made.....	21
Brick gutter laid and relaid, lineal feet.....	4,744
Asphalt block pavement laid, square yards.....	1,105
Guard rail put up, lineal feet.....	1,835

All property is in good condition.

PATTERSON PARK EXTENSION.

GRADUATION.

This work has been actively pushed during the entire year by a force varying from 50 to 130 men. The main effort has been to complete the northern and north-western sections so as to remove the tracks to the southern section of the Park. During January, February and March, only the car force could be used on account of the condition of the surface. In April this had sufficiently dried to allow the use of carts, and the increase of the force in consequence. In May we had five gangs at work, grading, making lake embankment, and soiling and sowing.

So much of the grading in the northwest lay above the reach of cars that a large cart force had to be used, much of the material being delivered to the carts by the cars. As rapidly as a section was graded it was soiled and sowed, or sodded. By the 10th of December the entire northern section from Baltimore

street to the Lake, and from the old Park to the Lake was about finished, all the terraces and slopes were developed and the main drive graded and shelled; enough material was then deposited in piles to repair any settlements that might take place by next spring. The tracks were then removed as far as needed to the southern section. The rails have now been laid parallel with Eastern avenue, and as fast as the weather permits the fill is being made in that section. But one force is now at work, consisting of about fifty men, who keep the cars going. Nothing need interfere with this except extreme severity of weather, which prevents the men from reporting for duty. Two months of steady work with the car force—certainly three—will finish up all the rough grading which remains to be done. When this is finished, it will require four more months to soil and seed the surface, so that by August 1st, 1893, the entire surface should be completed and in grass, except where the drives occur, which will be shelled or stoned, as the case may be.

THE LAKE.

The lake embankment was closed up, puddled and riprapped on September 13th. The valves were then set in the tower, and the fountain pipe set in the lake and carried to the high ground next Eastern avenue, ready for attachment to any city main which may be laid in the future towards Highlandtown, and which can afford us a permanent water supply.

A line of pipe was then laid from the Boat Lake in the old Park to take advantage of the regular autumn emptying, which was counted upon to partially fill the Lake in the Extension. On November 14th the Boat Lake bottom valve was opened, and in two weeks we had four feet of water in the new Lake; this has held its level remarkably well, proving the bottom to be tight. On December 20th the freeze began, since which time both Lakes have been frozen, to the great enjoyment of the skaters.

WATER SUPPLY.

The system of water pipes has been extended throughout the finished portion of the Extension, and served to keep the grass alive during the dry months of last summer. When cold weather set in these pipes were all drained, and we have had but one case of injury from frost. We now have within the limits of the Extension 4,913 lineal feet of water pipe, and 23 one-inch hydrants or street washers.

DRAIN PIPE.

During the year, 939 lineal feet of terra cotta pipe have been laid for underground drainage.

TREE PLANTING.

As an experiment, 12 large trees, varying from nine inches to twelve inches in diameter, were contracted for with the Maryland Tree Transplanting Company. They were delivered and planted in the northeastern

corner of the Extension during March and early in April. They are guaranteed to live or be replaced; next spring will prove the matter. This fall there were set out along the main drive 17 *Macracarpa* Oaks, and 16 Elm trees. The late completion of the surface prevented more tree planting, which will be resumed in the spring and carried forward as far as possible.

Certain portions of the work done during the past year are tabulated below:

Wire fence put up.....	500 lineal feet.
Lake embankment made.....	607 lineal feet.
1½-inch water supply pipe laid.....	500 lineal feet.
1-inch water supply pipe laid.....	1,100 lineal feet.
1-inch hose hydrants.....	7 lineal feet.
Iron extension boxes.....	3 lineal feet.
6-inch iron supply to new lake.....	488 lineal feet.
18-inch terra cotta drain pipe laid...	551 lineal feet.
12-inch terra cotta drain pipe laid...	388 lineal feet.
Connections made with sewer inlets to date.....	5
Connections made with sewer man- holes to date.....	11

The amount of money left to the credit of the Extension on December 31st, 1892, was \$6,864; to complete the work, there will be required the additional sum of \$25,000.

FEDERAL HILL PARK.

(8 $\frac{1}{4}$ Acres.)

During January, February and March the work of one man only was required to keep the Park clean and in order, besides trimming hedges and shrubbery.

During April, May, June and July the usual regrading of slopes and walks was carried on with an increased force. Although the work of the previous year had been very thorough, the winter of 1891 and 1892 had, as usual, produced some dislocation in the surface of the Hill. This process, from the peculiar formation, will probably always go on on the northern and eastern slopes to a greater or less extent. It can be better controlled on the eastern slope when we obtain possession of the Stansbury houses by reducing the sharpness of the declivity at that point.

During the summer months the new entrance at the corner of Warren and Johnston streets was built of Gettysburg granite. The work was well done and adds much to the looks and convenience of the locality. Eight of the Druid Hill urns were brought over and set up on brick bases at the most effective points.

The Observatory and Pavilion have been put in thorough order as to the roofing, valleys, gutters, spouts, etc., and painted inside and out.

The driveway was guttered throughout on both sides and several inlets built to carry off surface water. All dead trees have been replaced with new stock.

A summary of some of the work done is given below:

Regrading.	690 square yards.
Resodding.	1,241 square yards.
Pavements relaid.	160 square yards.
Brick gutter laid.	1,730 lineal feet.
Terra cotta drain laid.	279 lineal feet.
New drain wells or inlets built.	8

The property at this date all in good condition.

RIVERSIDE PARK.

(17 $\frac{1}{4}$ Acres.)

No new work of special interest has been done in this very attractive Park during the past year; it has been kept in excellent order with a moderate force. A good deal of guttering has been laid and some drain pipe and other matters attended to, as per schedule below. Seven of the Druid Hill Park urns were set up at proper points on brick bases. The picket fence on the south side, next the Baltimore and Ohio Railroad, was rebuilt.

New brick gutter laid.	3,513 lineal feet.
Brick gutter relaid.	1,889 lineal feet.
Six-inch terra cotta drains laid.	90 lineal feet.
Picket fence rebuilt.	727 lineal feet.

All dead trees have been replaced. The two pavilions have been respouted and guttered.

Before leaving the subject of Riverside Park, I would state that the Improvement Committee West has authorized the construction of a new gateway at the northwest corner. This is a much needed improvement; the present gateway is only eight feet wide and difficult to pass. The new gateway will be placed diagonally across the corner.

All property, including the two horses, which serve Federal Hill as well as Riverside, is in good condition. 12 arrests were made during the year.

JOHNSTON SQUARE.

(2.58 Acres.)

The principal work done in this Square during the year has been the laying of 1,100 square yards of asphalt block pavement, under a special appropriation made for that purpose. This leaves but three walks to be paved, and has added very much to the looks and convenience of the Park, which is a much-used thoroughfare for pedestrians at all hours.

Five hundred and twenty-five lineal feet of brick gutter has been relaid. All the paving and guttering was laid by the Local Superintendent, with the aid of two laborers.

The usual routine work, including the painting of all benches and vases, has been faithfully attended to during the year, and the property is all in excellent order.

Water was introduced into the Square from the western side by laying 185 feet of pipe and putting in a hose hydrant. This is a very ornamental little Park, and regarded with much pride by the people who reside around it, and who contribute from time to time to the flower-beds.

Six arrests were made during the summer for disorderly conduct. We are much in need of the police call-box, promised some months ago.

COLLINGTON SQUARE.

(5.14 Acres.)

No work has been done in this Park during the year. The grading has progressed about as far as economy permits until the streets on the south and east sides are graded; three-fourths of it are graded and in grass. About forty trees have been planted and are doing well. It is looked after by one man.

MOUNT ROYAL TERRACES.

(2 Acres).

These Terraces have been well attended to during the year by the Local Superintendent, aided from time to time by one or two laborers. A good deal of resurfacing has been done in the western Terrace, where settlements had taken place in the garden plats. 1,655 lineal feet of brick gutter has been relaid to proper grades, and other repairs attended to. As these Ter-

paces are exclusively garden plats, their attraction depends very much on flower culture, and the effort has been to introduce ornamental shrubs.

The eastern Terrace is so subject to smoke nuisance from the Northern Central Railway that but few plants will do well within its influence. The Keeper's Box was put in good repair during the year, and all property is in good order.

CARROLL PARK.

(19.72 Acres.)

During the past year a large amount of important work has been done in this Park, and whilst its inherited attractions are great, including the old Mansion and the ancient terraces, we are all the more strongly impelled to develop the old improvements into harmonious conjunction with the new, so as not to spoil the ancient jewel with an incongruous setting. To this end the old terraces, slopes and walks have been regulated and extended all around the Mansion to a junction with the unimproved grounds.

DRIVEWAYS.

The main carriage road has been constructed as rapidly as consistent with other equally important work. It involved a serious amount of excavation at certain points, especially in its western section, where some rock was met with and some good gravel. All the rough material was used to fill in the clay pits in

the southwest section, formerly used for a brick yard. The gravel was used to surface the road with at other places. This carriage drive will make a complete circuit of the Park, the main entrance and exit being near the south end of the Monroe Street bridge, at the northwest corner of the Park. The length of driveway constructed to date is 1,450 lineal feet, 25 feet wide. It is guttered and underdrained for most of this distance, and all its slopes dressed and sodded.

PATHWAYS.

Eleven hundred and forty lineal feet of new pathways have been constructed during the year, one of which descends a steep slope from the Pavilion towards the closet south of the main drive. This path involves three short flights of steps and a good deal of drainage.

DRAINAGE.

A large amount of this has been constructed during the year, both underground pipes and surface gutters. The preservation of the newly constructed paths, terraces and carriage road required that this should be attended to promptly. Over 2,200 lineal feet of pipe were laid and over 4,500 lineal feet of brick gutter.

MANSION.

The repairs and the painting of the Mansion were completed in April. In May the walk north of the Mansion was paved with asphalt blocks and new marble steps leading to it put in place. The date of

the building, 1760, was put up over the door. The entire house is now in excellent order and well kept by the Local Superintendent, who occupies four rooms.

SUNDRIES.

Repairs to the Pavilion were finished in April, and it was then painted. Two new standard outhouses were finished in June, and the ground around them put in order for planting hedges in the fall. Thirteen of the iron vases were brought from Druid Hill Park, which I believe exhausts them; eight have been set up on brick bases. The water supply has been extended to the south of the Mansion, so as to permit the watering of the south terraces, involving the laying of 802 lineal feet of piping and placing of one yard hydrant and four hose hydrants or street washers. A flag pole was erected in September, 75 feet high, in time for the celebration of the 12th.

PLANTING.

Ten large trees of valuable kinds were transplanted during the year. Deciduous trees planted in November and December, of various kinds, 200; evergreen trees planted, 82; flowering shrubs, 68; evergreen hedge plants set out, 168; small trees set out in nursery, 30.

A good many dead, dying and worthless trees have been cut down, such as pears, wild cherries, paper mulberries and ailanthus. It will take several years to replace these with well grown stock, but the gain will be great in looks and fitness.

A brief tabulated statement of items will be found below :

Terra cotta pipe laid, from 4 inches	
to 12 inches	2,262 lineal feet.
Brick gutter laid.....	4,522 lineal feet.
Main driveway constructed.....	1,450 lineal feet.
Pathways constructed.....	1,140 lineal feet.
Paving laid	299 square yards.
Trees and shrubs planted.....	548
Sodding slopes.....	3,724 square yards.
Sodding lawns.....	6,095 square yards.

Seven arrests were made during the year.

As to contemplated improvements, the rebuilding of the steps south front of Mansion is a pressing matter. A plan is prepared and will be submitted next month, with estimated cost. As it was decided by the Commission—last year, I think—to tear down the present incongruous kitchen, and when able to build wings in keeping with the old house, I have drawings already prepared, which were submitted last month. A great deal of work remains to be done of all kinds, principally grading and planting, as much of the surface is very rough and entirely unimproved.

I think it may be truly said that a more active Commission than your Honorable Body has never had charge of the Public Parks, and the number of improvements set on foot and executed within the past

two years has been very large. A new era seems to have begun, and I think the Commission is equal to it.

I must extend my thanks to the Commission for confidence shown, and must acknowledge my obligations to the Local Superintendents of the various Parks for the faithful manner in which they have attended to their duties during the past year; also to my Assistant Engineer for his industry and accurate work.

Respectfully submitted,

C. H. LATROBE,

General Superintendent and Engineer.

•

DRUID HILL PARK INVENTORY.

Buildings—Property.

Mansion,	Sheepfold and Mule Shelter
Local Superintendent's	Bear Den,
House,	General Superintendent's
Palm House,	Office,
Propagating House,	Music Pavilion,
Maryland Building,	13 Shelters,
Stone Dwelling,	17 Outhouses,
Repair Shop,	9 Gate Keepers' Boxes,
Barn and Wagon Shed,	Hatching House,
Camel Shed,	Filtering House,
Monkey and Bird House,	Engine House for Crusher.

Show Animals.

3 Camels,	7 Wild Geese,
2 Cent. Amer. Turkeys,	9 Monkeys,
4 Macaws,	2 Ant Bears,
7 Cockatoos,	1 Puma,
13 Parrots,	2 Wild Cats,
6 Paroquets,	2 Foxes,
18 Mixed Birds,	3 Bears,
3 Ravens,	6 Rabbits,
4 Magpies,	1 Sea Lion,
1 Owl,	6 California Quail.
2 Bald Eagles,	

Southdown Flock.

5 Bucks,

99 Ewes.

Work Animals.

8 Horses,

17 Mules.

Rolling Stock, Machinery, &c.

1 Jagger,	1 Buggy,
9 Watering Wagons,	1 Lumber Wagon,
1 Watering Cart,	1 Express Wagon,
1 Night Cart,	19 Dirt Carts,
2 Two-Horse Rollers,	1 One-Horse Roller,
1 Dray,	2 Champion Mowers,
3 Hand Mowers,	3 Philadelphia Mowers,
1 Stone Crushing Plant,	1 Steam Roller.

PATTERSON PARK INVENTORY.

Buildings.

Local Superintendent's	Conservatory,
House,	Propagating House,
Observatory,	Carpenter Shop,
Boat House,	4 Pavilions,
Ice Cream Saloon,	Taurus Fountain Pagoda,
Ice House,	Wheelbarrow Shed,
Stable and Wagon Shed,	4 Outhouses.
3 Keepers' Boxes,	

Show Animals.

2 Macaws,

1 Cockatoo,

2 Peafowls.

Work Animals.

3 Horses.

Rolling Stock, Machinery, &c.

1 Jagger,	1 Express Wagon,
1 Lumber Wagon,	1 Watering Wagon,
3 Carts,	2 Hand Rollers,
1 One-Horse Roller,	2 Hand Lawn Mowers,
3 Horse Lawn Mowers,	1 Champion Mower,
1 Harrow,	3 Plows,
1 Cultivator,	1 lot minor Tools.

PATTERSON PARK EXTENSION INVENTORY.

Buildings.

Tool House,	Blacksmith Shop & Uten-
Water Station,	sils,
Gate-House Tower,	2 Shelters,
	3 Outhouses.

Machinery, Rolling Stock, &c.

1 Two-Horse Roller,	1 One-Horse Lawn Mower,
1 Hand Roller,	1 Hand Lawn Mower,
2 Hose Carriages,	1 Hand Hose Carriage,
23 Dump Cars,	5,130 ft. Track,
76 Shovels,	44 Picks and Handles,
27 Wheelbarrows,	1 Brass Marine Pump,
	203 minor Tools.

FEDERAL HILL PARK INVENTORY.

Buildings.

Observatory and Pavilion,	Tool House,
	1 Outhouse.

Tools, &c.

8 Wheelbarrows,	1 One-Horse Lawn Mower,
1 lot minor tools,	1 Hand Lawn Mower.

RIVERSIDE PARK INVENTORY.

2 Pavilions,	Tool House,
2 Cart Sheds,	Wagon Shed,
Stable,	2 Outhouses.
Office Building,	.

Work Animals.

2 Horses.

Rolling Stock, Machinery, &c.

2 Carts,	1 One-Horse Lawn Mower,
1 Watering Cart,	1 Hand Lawn Mower,
1 Horse Roller,	1 Express Wagon,
1 Harrow,	1 lot minor Tools.

JOHNSTON SQUARE INVENTORY.

Buildings.

Tool House and Furniture.

Machinery, Tools, &c.

2 Hand Lawn Mowers,	3 Wheelbarrows.
1 lot of minor Tools,	

MOUNT ROYAL TERRACES INVENTORY.

Buildings.

Tool House and Furniture.

Machinery, Tools, &c.

1 Hose Carriage,	2 Lawn Mowers,
One lot minor Tools.	

COLLINGTON SQUARE INVENTORY.

Buildings.

Tool House,	Outhouse.
-------------	-----------

Machinery, Tools, &c.

1 Hand Roller,	1 Hand Lawn Mower,
1 Hose Carriage,	1 lot minor Tools.

CARROLL PARK INVENTORY.

Buildings.

Mansion,	Toolhouse,
Pavilion,	2 Outhouses.

Machinery, Tools, &c.

1 One-Horse Lawn Mower,	1 One-Horse Roller,
1 Hand Lawn Mower,	1 Hand Roller,
1 Hand Watering Cart,	1 Hose Carriage,
10 Wheelbarrows,	1 lot minor tools.

Complete inventories, in detail, of every class of property are on file for each Park in the office of the General Superintendent and Engineer.

C. H. LATROBE,

General Superintendent and Engineer.

REPORT OF THE TREASURER.

DRUID HILL PARK.

Expenditures—Year Ending December 31st, 1892.

Pay Rolls.....	\$57,438 08
Food for Show Animals	1,032 09
Office Expenses.....	420 12
Horse-Shoeing.....	476 00
New Park Machinery	36 00
Food for Work Animals.....	2,129 47
Repairing Park Machinery	239 08
Repairing Wagons, Carts, &c.....	199 95
Harness and Repairs.....	151 85
Tools and Hardware.....	688 42
Gas Lighting.....	38 76
Lumber.....	3,179 47
Bricks and Stone	7,142 45
Cement.....	1,300 05
Fuel.....	1,302 28
Bricklaying, &c.....	4,140 40
Sand and Gravel	3,070 94
Cart Hire	2,738 53
Amount carried forward.....	\$ 85,723 94

Amount brought forward.....	\$85,723 94
Carpentry.....	2,257 42
Fertilizers	924 15
Trees, Shrubs, Plants, &c.....	540 45
Plumbing and Iron Work.....	4,093 19
Roofing and Spouting.....	761 63
Masonry	4,294 05
Paints and Painting	739 40
New Wagons, Carts, &c.....	136 00
Rubber Goods.	118 50
Electric Lighting.....	3,932 72
Drain Pipe.....	2,828 73
Outhouses.....	837 00
Gate Houses	396 00
Bear Den.....	2,288 25
Miscellaneous Expenses.....	3,008 10
	\$112,879 53

PATTERSON PARK.

Expenditures—Year Ending December 31st, 1892.

Pay Rolls.....	\$12,464 14
Harness and Repairs... ..	9 10
Food for Show Animals	30 36
Tools and Hardware	60 66
Fuel.....	481 76
Food for Work Animals.....	181 09
Horse-Shoeing.....	12 00
Lumber.....	217 56
Fertilizers.....	43 50
Drain Pipes.....	13 36
Paints and Painting	203 34
Stone and Bricks.....	2,065 67
Electric Lighting.....	1,593 90
Rubber Goods.....	16 00
Trees, Shrubs and Plants.....	128 78
Keeper's House.....	199 75
Cement	51 50
Plumbing and Iron Work.....	1,946 76
Repairing Wagons, Carts, etc.....	85 35
Office Expenses.....	82 40
Gas Lighting.....	44 24
Observatory.....	4,276 38
Roofing and Spouting.....	44 48
Miscellaneous Expenses	769 51
	\$25,021 59

CARROLL PARK.

Expenditures—Year Ending December 31st, 1892.

Pay Roll.....	\$7,492 83
Roofing and Spouting.....	73 35
Lumber.....	225 04
Tools and Hardware.....	322 04
Paints and Painting.....	963 93
Flag Pole, &c.....	194 17
Trees and Plants.....	372 79
T. C. Pipe.....	244 84
Plumbing, &c.....	195 85
Bricks and Asphalt Blocks.....	268 25
Bricklaying and Plastering.....	117 87
Cement.....	89 50
Marble Steps.....	127 50
Outhouses.....	638 00
Grating.....	61 42
Fertilizers.....	56 00
Stoves.....	14 00
Miscellaneous.....	37 56
	\$11,494 94

RIVERSIDE PARK.

Expenditures—Year Ending December 31st, 1892.

Pay Roll.....	\$3,459 70
Paints.....	16 08
Tools and Hardware.....	48 08
Horse Feed.....	213 12
Lumber.....	194 64
Horse-Shoeing.....	24 50
Plumbing.....	40 92
Fencing.....	52 80
Bricks and Cement.....	252 17
Plants.....	9 60
Roofing and Spouting.....	105 95
Ice.....	72 65
Fertilizer.....	9 00
Repairing Cart.....	8 75
Coal.....	5 75
Miscellaneous.....	49 00
	\$4,562 71

FEDERAL HILL PARK.

Expenditures—Year Ending December 31st, 1892.

Pay Roll.....	\$1,989 03
Plants	42 10
Plumbing	18 02
Tools and Hardware.....	59 40
Rubber Hose.....	26 00
Lumber	51 15
Paints	10 00
Flag.....	16 80
Bricks and Asphalt Blocks.....	326 12
Granite Steps.....	600 00
Cement	32 80
Wire Work	21 68
Roofing and Spouting.....	28 00
Ice.....	72 60
Coal	5 75
	\$3,299 45

COLLINGTON SQUARE.

Expenditures—Year Ending December 31st, 1892.

Pay Roll.....	\$513 79
Plumbing.....	4 00
Lumber.....	17 30
Rubber Hose.....	9 85
Hardware.....	38
Coal.....	3 15
	\$548 47

JOHNSTON SQUARE.

Expenditures—Year Ending December 31st, 1892.

(\$1,600 appropriated by the Mayor and City Council.)

Pay Roll.....	\$1,380 04
Plants.....	66 16
Tools and Hardware.....	57 93
Wire Work.....	88 65
Soil and Fertilizer.....	66 00
Paints.....	58 80
Lumber.....	14 73
Sand and Hauling.....	137 95
Asphalt Blocks.....	1,404 00
Plumbing.....	41 52
Coal, etc.....	14 25
	\$3,330 03

MT. ROYAL TERRACES.

Expenditures—Year Ending December 31st, 1892.

Pay Roll	\$989 16
Plants	51 26
Lumber	48 90
Tools and Hardware	24 28
Castings	11 90
Drilling Holes	72 00
Top Soil and Fertilizer	136 90
Sand	12 50
Plumbing	55 84
Paints, &c	9 45
	\$1,412 19

PATTERSON PARK EXTENSION.

Expenditures—Year Ending December 31st, 1892.

Balance due Park Board January, 1st, 1892	\$61,153 42
Sale of Junk	2 46
	\$61,155 88
Pay Roll	\$51,306 32
All other Expenses	2,985 55
Balance.	\$6,864 01

BALANCE SHEET.

Year Ending December 31st, 1892.

	Dr.
To Interest on Patterson Park Extension	
Loan.....	\$ 8,000 00
“ Druid Hill Park ...	112,879 53
“ Patterson Park.....	25,021 59
“ Carroll Park	11,494 94
“ Riverside Park.	4,562 71
“ Federal Hill Park	3,299 45
“ Collington Square.....	548 47
“ Johnston Square.....	1,737 39
“ Mt. Royal Terraces.....	1,412 19
“ Ashland Square	98 43
“ Broadway Squares, 1st Division.....	2,329 41
“ “ “ 2d “	2,950 00
“ “ “ 3d “	2,999 72
“ Eastern City Fountain	1,619 27
“ Eutaw Place Squares, 1st Division ...	1,507 66
“ “ “ “ 2d “ ...	1,979 12
“ Franklin Square.....	1,477 00
“ Fulton Ave. Squares and Baker Circle.	4,074 93
“ Harlem Park.	3,349 30
“ Jackson Square	1,282 81
“ Lafayette Square.	3,709 35
“ Madison Square	1,734 66
Amount carried forward.....	\$198,067 93

BALANCE SHEET.

Year Ending December 31st, 1892.

	CR.
By Balance due Park Board, Jan. 1st, 1892	\$13,494 59
“ Baltimore City Passenger Railway Co.	70,420 63
“ Baltimore Traction Company	61,671 78
“ Baltimore Traction Company, North Baltimore Division.....	22,524 81
“ City and Suburban Railway Co.....	25,265 96
“ Central Railway Company.....	10,220 94
“ Highlandtown and Point Breeze Rail- way Company	1,279 44
“ Lake Roland Elevated Railway Co... ..	1,943 99
“ Rent of Mansion House, Druid Hill Park.....	2,400 00
“ Boat Privileges, Druid Hill Park....	300 00
“ Fines, Druid Hill Park.....	140 00
“ Sale of Wood, Druid Hill Park.....	101 13
“ Privilege of Swings, Druid Hill Park..	50 00
“ Propagating Fish, Druid Hill Park..	250 00
“ Privileges of Ponies, Goats, etc., Druid Hill Park	75 00
“ Rent of Stone Dwelling, Druid Hill Park.....	333 35
“ Sale of Sheep, Druid Hill Park.....	470 00
“ Sale of Wood, Druid Hill Park.....	252 00
Amount carried forward	\$211,193 62

BALANCE SHEET—Concluded.

Dr.

• Amount brought forward	\$198,067 93
To Mt. Royal Avenue Squares	2,989 53
“ Mt. Vernon Squares	1,199 96
“ Park Place Squares	1,000 00
“ Perkins Spring Square	1,190 28
“ Taney Place Square	248 63
“ Union Square	1,093 45
“ Wilkins Avenue Squares	2,877 47
“ Balance	4,061 89

 \$212,729 14

BALANCE SHEET—Concluded.

	CR.
Amount brought forward.....	\$211,193 62
By Sale of Horse, Druid Hill Park.....	50 00
“ Removing Statue of Washington, Druid Hill Park.....	150 00
“ Sale of Venison, Druid Hill Park....	44 99
“ Sale of Ice, Druid Hill Park.....	24 00
“ Sale of Old Material, Druid Hill Park	140 06
“ Erecting Wire Fence, Druid Hill Park	257 62
“ Rebate on Barrows, Druid Hill Park.	1 50
“ Rent of Saloon and Boat Privilege, Patterson Park.....	500 00
“ Privilege of Swings, Patterson Park..	40 00
“ Fines, Patterson Park.....	30 00
“ Rent of Observatory, Federal Hill Park	200 00
“ Sale of Material, Federal Hill Park..	5 85
“ Rent of Saloon, Federal Hill Park....	20 00
“ Sale of Material, Carroll Park.....	59 50
“ Sale of Material, Johnston Square....	12 00
	\$212,729 14

Respectfully submitted,

D. RAYHICE, *Treasurer.*

REGISTER

— OF THE —

Corporation Officers

— OF —

BALTIMORE CITY,

FOR THE YEAR 1893.

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REGISTER

—OF THE—

Corporation Officers of Baltimore City,

FOR THE YEAR 1892-93.

Mayor's Office.

FERDINAND C. LATROBE, *Mayor*.
WILLIAM H. LOVE, *Secretary to the Mayor*.
OTIS C. BROWNLEY, *Clerk to the Mayor*.
JOSEPH W. WHITEFORD, *City Messenger*.

Register's Office.

JOHN A. ROBB, *Register*.
J. SEWELL THOMAS, *Deputy Register*.
CHAS. M. GORDON, *Chief Clerk*.
HENRY DUVALL, JR., *Assistant Clerk*.
ROBERT D. CARTER, “
WILLIAM E. DAVIS, “

Comptroller's Office.

JAMES R. HORNER, *Comptroller*.
JOSEPH VANSANT, *Deputy Comptroller*.
J. HARRY DUVALL, *Chief Clerk*.
RIGGIN B. HORNER, *Assistant Clerk*.
JAMES T. DORSEY, *License Detective*.

Law Department.

THOMAS G. HAYES, *City Counselor*.
WM. SHEPARD BRYAN, *City Solicitor*.
JAMES W. McELROY, *Examiner of Titles*.
JAMES P. GORTER, *City Attorney*.

Members of First Branch City Council.HENRY SEIM, *President.*

First Ward.....	Hanson P. Barnes.
Second Ward.....	Henry Manken.
Third Ward.....	J. H. Windfelder.
Fourth Ward.....	Adam Deupert.
Fifth Ward.....	Walter H. Stewart.
Sixth Ward.....	Lawrence Rigger.
Seventh Ward..	James B. Guyton.
Eighth Ward.....	John F. Doyle.
Ninth Ward.....	John F. Leonard.
Tenth Ward.....	Henry Seim.
Eleventh Ward.....	G. W. H. Craig.
Twelfth Ward.....	Jasper M. Berry.
Thirteenth Ward.....	Joseph E. Schleifer.
Fourteenth Ward.....	John T. Fahey.
Fifteenth Ward.....	Edwin C. Snyder.
Sixteenth Ward.....	Chas. W. Brown.
Seventeenth Ward.....	Joseph Gehring.
Eighteenth Ward.....	Frederick Spindler.
Nineteenth Ward.....	William J. Ogden.
Twentieth Ward.....	Martin B. Brown.
Twenty-first Ward.....	Charles T. Turner.
Twenty-second Ward.....	James H. Smith.

John Kelly, *Chief Clerk.*Alexander M. Briscoe, *Assistant Clerk.*Millard F. Taylor, *Committee Clerk.*Charles H. Collins, *Sergeant-at-Arms.*

P. F. Doyle,	}	<i>Doorkeepers.</i>
Jno. T. Murphy,		

Jesse F. Hall, *Page.*

Members of Second Branch City Council.JOHN M. JONES, *President.*

First and Second Wards. Andrew Brown.
 Third and Fourth Wards. Francis P. Murphy.
 Fifth and Sixth Wards. Gilles J. Shaw.
 Seventh and Eighth Wards. Benj. F. Sutherland.
 Ninth and Tenth Wards. John J. Mahon.
 Eleventh and Twelfth Wards. . . . J. Frank Supplee.
 Thirteenth and Fourteenth Wards. John M. Jones.
 Fifteenth and Sixteenth Wards. . Samuel J. Leonard.
 Seventeenth & Eighteenth Wards. Michael Cullen.
 Nineteenth and Twentieth Wards. Francis E. Yewell.
 Twenty-first and Twenty-second }
 Wards. } Chas. H. S. Brannan.

John M. Travers, *Chief Clerk.*John B. Keplinger, *Assistant Clerk.*James J. Flannery, *Committee Clerk.*Michael Farrell, *Sergeant-at-Arms.*Joseph H. Krager, *Doorkeeper.*Henry C. Butts, *Page.*

Department of Finance.His Honor Ferdinand C. Latrobe, *Chairman.*

Enoch Pratt,

W. W. Spence.

Tax Department.Lewis N. Hopkins, *City Collector.*J. T. M. Barnes, *Deputy City Collector.*Clapham Murray, *Cashier.*Herbert Snowden, *Assistant Cashier.*Charles Schwartzhaupt, *Bookkeeper.*

Tax Department—Continued.

W. C. Bordley, *General Cash Bookkeeper.*

Frank J. Murphy, *Transfer Clerk.*

M. P. Caughey, *Ledger Clerk.*

James K. Harwood, “

J. F. Cook, “

Gover Kettlewell, “

F. H. Fairbank, “

Claude L. Goodwin, “

John M. Pope, “

Frank C. Plunkett, “

W. W. Sinclair, “

John T. Murphy, “

George W. Snyder, “

Ridgely Duvall, *Bookkeeper for Annex.*

Ambrose M. Emory, *Ledger Clerk for Annex.*

Samuel W. Storm, “ “ “

John J. Potter, *Bailiff.*

Charles Kilian, “

James F. Pearson, “

John J. Rock, “

James H. O'Neill, “

George N. Hughes, “

Richard F. Curtis, “

Patrick Scanlon, “

Wm. J. Laughlin, “

Henry C. Seebo, “

Terrence McMahon, “

Henry Lanfer, “

James T. Buckley, “

Robert J. Padgett, Jr., “

Tax Department—Concluded.

Charles M. Hope,	<i>Bailiff.</i>
Charles S. Moran,	"
Geo. P. Hamlin,	"
Francis Cutaiar,	"
Samuel A. Clagett,	"
Jos. P. Scott,	"
Jos. J. Peters,	"
R. J. McCuen,	"
Robert R. Kirkland,	"
Charles E. Key,	"
Jos. R. Knight,	"
Philip Wolf,	"
Aaron Goodman,	"
C. C. Dunn,	"

Judges of Appeal Tax Court.

Wm. H. B. Fusselbaugh,	E. J. Chaisty,	Eugene T. Joyce.
Thos. K. McCormick,	<i>Chief Clerk.</i>	
Michael H. Doyle,	<i>Assistant Clerk.</i>	
Wm. J. King,	<i>Chief Assessor.</i>	
Joshua D. Taylor,	<i>Assessor.</i>	
Elias Rosenbaum,	"	
Dr. Geo. W. Massamore,	"	
F. G. Maxwell,	"	
Geo. T. Fowler,	"	
Francis X. Jenkins,	<i>Clerk to Assessors.</i>	

City Commissioner's Department.

Alfred E. Smyrk,	<i>City Commissioner.</i>		
Charles P. Kahler,	<i>Assistant City Commissioner.</i>		
Leslie Duvall,	"	"	"
Charles A. Hook,	"	"	"
John E. Toole,	<i>Clerk.</i>		

City Library.

George C. Wedderburn, *Librarian.*
Samuel S. Ely, *Assistant Librarian.*

Inspector of Public Buildings' Office.

J. Theodore Oster, *Inspector.*
William Q. Caldwell, *Assistant Inspector.*
Wm. B. Wood, *Clerk.*

Commissioners for Opening Streets.

Jas. R. Brewer,
Samuel F. Sharretts,
Louis Beck.
Robert F. Green, *Clerk.*

Health Department.

Commissioner of Health and Registrar.

James F. McShane, M. D.

Assistant Health Commissioner.

Hiram L. Spicer, M. D.

*Resident Physician Quarantine Hospital, Port of
Baltimore.*

Sidney O. Heiskell, M. D.

Secretary.

A. Robert Carter.

Assistant Secretary.

George C. Vansant.

Medical Examiner.

N. G. Keirle, M. D.

Health Department—Continued.

Assistant Medical Examiner.

J. B. Schwatka, M. D.

Keeper of the Morgue.

Wm. H. Murphy.

Assistant Registrar's Clerk and Assistant Permit Clerk.

Montgomery Lawrence.

Permit Clerk.

V. B. Hines.

Registrar's Clerk.

John T. Schroeder.

Nuisance Clerk.

Harry C. Andrews.

Recorder of Births.

John T. Nolan.

Sanitary Inspectors.

George N. Lewis,

Henry M. McKewen,

J. V. Fitzpatrick,

John E. Durdning,

John M. DeGoey,

John Long,

G. W. Phillips,

R. T. Pennington.

Annex.

D. S. Williams, M. D.

Robert E. L. Hall, M. D.

Health Department—Continued.*Vaccine Physicians*

First Ward.....	Wm. H. Schwatka, M. D.
Second Ward.....	N. L. Dashiell, Jr., M. D.
Third Ward.....	Wm. H. Johnson, M. D.
Fourth Ward.....	C. F. Maguire, M. D.
Fifth Ward.....	Arthur Wegefarth, M. D.
Sixth Ward.....	Francis A. Sauer, M. D.
Seventh Ward.....	G. Henry Chabot, M. D.
Eighth Ward.....	J. B. Saunders, M. D.
Ninth Ward.....	Ellis Micheau, M. D.
Tenth Ward	Aug. Horn, M. D.
Eleventh Ward.....	J. A. Gilliss, M. D.
Twelfth Ward.....	Thos. P. McCormack, M. D.
Thirteenth Ward.....	William Wolf, M. D.
Fourteenth Ward.....	Jos. G. Wunder, M. D.
Fifteenth Ward.....	Wm. B. Burch, M. D.
Sixteenth Ward.....	Joseph Blum, M. D.
Seventeenth Ward.....	Henry Stark, M. D.
Eighteenth Ward.....	Harry Boyd, M. D.
Nineteenth Ward.....	John W. Linthicum, M. D.
Twentieth Ward.....	Alex. Hodgdon, M. D.
Twenty-first Ward.....	W. A. Duvall, M. D.
Twenty-second Ward.....	H. G. Prentiss, M. D.

Superintendent of East Baltimore Public Cemetery.

George Rinehart.

Superintendent of West Baltimore Public Cemetery.

Geo. E. Brown.

Health Department—Concluded.

Inspector of Plumbing.

Jas. D. Stidham.

Inspector of Eastern District Sewers.

Henry Paff.

Inspector of Western District Sewers.

Mark F. Gorman.

Superintendent of Canton Dump.

James Quinn.

Superintendent of Spring Garden Dump.

Charles F. Ringold.

*Assistant Superintendent of Spring Garden Dump
Disinfectors.*

Michael Maloney.

Inspector of Drains.

Dennis Healey.

James E. King.

N. S. Detective.

Ernesty Tschudy.

Messenger.

Samuel Russell.

Commissioner of Street Cleaning.

Bartholomew E. Smith.

John J. Walsh, *Clerk.*

Superintendents of Streets.

Bernard V. Kelly, *First District.*

Geo. E. McCauley, *Second* “

Michael Fadgen, *Third* “

James F. Busey, *Fourth* “

Henry Lancaster, *Fifth* “

John Meagher, *Sixth* “

Jos. McGee, *Seventh* “

Superintendents of Roads.

George M. Chambers, *21st Ward.*

Charles Carroll, *22d Ward.*

Assessor in 21st and 22d Wards.

L. G. Cook.

Harbor Board.

His Honor Ferdinand C. Latrobe, *Chairman.*

J. Vernon Campbell, Fielder Slingluff,

James S. Woodside, E. J. Codd,

Henry Williams, Martin Wagner.

N. H. Hutton, *Engineer.*

James H. Irvin, Jr., *Clerk.*

Superintendent of City Hall.

Wm. P. Ryan.

Day Watchmen at City Hall.

James Merritt,

John Cosgrove,

Dennis Bergin.

Night Watchmen at City Hall.

John Schlereth,
John Roney.

Engineers at City Hall.

Geo. W. Vandaniker,
Curtis B. Simonds.

Firemen at City Hall.

T. Thomas McGahan,
J. P. Kane,
James D. Danels,
Martin F. Healy.

Conductor City Hall Elevator.

C. S. Frazier.

Park Commission.

His Honor F. C. Latrobe, *Chairman.*

Douglas H. Thomas,	German H. Hunt,
John S. Berry,	John C. Froelich,
David L. Bartlett,	D. Rayhice, <i>Clerk.</i>

Water Department.*Commissioners.*

His Honor F. C. Latrobe, *President.*

D. Meredith Reese,	John E. Hurst,
William A. Marburg,	Francis H. Hambleton,
Jos. S. Heuisler,	Clinton P. Paine.

Water Department - Continued.*Registrar's Department.*

E. Shriver, *Water Registrar.*

James A. Marrian, *General Bookkeeper.*

James S. Etchberger, *Cashier.*

James J. C. Scully, *Clerk of Errors.*

Wm. Gilmor, of Wm., *Ledger Clerk.*

A. J. C. White, “

E. J. Edwards, “

John Gibson, “

Samuel A. Hart, “

J. Beale Howard, “

T. J. Penning, *Meter and New Supply Clerk.*

E. A. Hogg, *Assistant Clerk of Delinquents.*

District Inspectors and Bill Distributors.

L. R. Dougherty, D. G. Carlisle,

George A. Coleman, S. L. Auerbach,

Geo. W. Dalrymple, John F. Kearns,

Leonard C. Hornick, Barney L. Hess,

Wm. H. Johnson, *Assistant Inspector.*

John T. Daily, *Assistant Inspector.*

George W. Emmerich, *Special Inspector.*

Engineer's Department.

Robert K. Martin, *Chief Engineer.*

Wm. L. Kenly, *Engineer and Supt. of Co. Division.*

Chas. Krauss, *Draughtsman Mechanical Department.*

R. L. Clemmitt, *Draughtsman in Chief Eng's Office.*

Richard D. Murphy, *Clerk.*

J. Philip Huppman, “

Lewis C. Curran, *Meter Inspector.*

John Shea, *Inspector of Pumps.*

Baltimore City Jail.*Board of Visitors.*Hon. F. C. Latrobe, *Ex-Officio.*John Richardson, *President.*Frank Whalen, *Secretary.*

A. C. N. Matthews, August Berkemeier,

Harry F. Turner, H. G. Dudley

Daniel Constantine, *Warden.*William Gilpin, *Clerk.*Dr. J. B. Hart, *Physician.**Standing Committees.*

DISCIPLINE.	{	John Richardson,
	{	A. Berkemeier,
	{	Frank Whalen.
FINANCE....	{	A. C. N. Matthews,
	{	Frank Whalen.
REPAIRS.....	{	A. Berkemeier,
	{	Harry F. Turner.
SUPPLIES....	{	H. G. Dudley,
	{	Frank Whalen.
SANITARY....	{	Harry F. Turner,
	{	A. C. N. Matthews.

Deputy Wardens.

Michael Downs,	Charles Warner,
Thomas M. Kenny,	Charles A. Dwyer,
J. T. Barber,	George Hoffman,
George H. Hummell,	Edward Burke,
W. B. McEldon,	F. H. Valentine,
John W. Reiter,	Frederick Wolfe,
Thomas J. Goodrich,	H. J. Edell,
Michael Kohlerman,	John O'Donnell,
Thomas B. Smith,	Charles A. Hoffman.

Baltimore City Jail—Continued.

Michael Stanton, *Engineer*.
Mrs. Frances Causey, *Matron*.
John H. Meyer, *Substitute*.
J. B. Wells, “
John Cramer, “
Charles Helbing, *Baker*.
David Crotty, *Gardener*.
James Stanton, *Hostler*.
William H. Hall, *Purveyor*.

Commissioners of Public Schools.

First Ward Geo. E. Keenan.
Second Ward Simon L. Felber.
Third Ward John B. Wentz.
Fourth Ward Edward A. Burke.
Fifth Ward William H. B. Fusselbaugh, of J.
Sixth Ward John Weber.
Seventh Ward Frank H. Kampe.
Eighth Ward John T. Foley.
Ninth Ward Michael Sheehan.
Tenth Ward John T. Morris.
Eleventh Ward W. H. Dix.
Twelfth Ward James W. Denny.
Thirteenth Ward Charles J. Wiener.
Fourteenth Ward James Bosley, M. D.
Fifteenth Ward John H. Carle.
Sixteenth Ward John B. Biemiller.
Seventeenth Ward . . . Jos. P. McGonigle.
Eighteenth Ward . . . Robert Cornwaithe.
Nineteenth Ward . . . W. H. Carter.

• **Commissioners of Public Schools—Continued.**

Twentieth Ward..... James L. Murrill.

Twenty-first Ward..... D. W. Smith.

Twenty-second Ward..... Arthur H. Jackson.

Henry M. Cowles, *Secretary*.

Albert Marshall, *Assistant Secretary*.

Henry A. Wise, *Superintendent of Instruction*.

John E. McCahan, *Assistant Superintendent*.

Christian W. Keidel, *Superintendent of Supplies*.

Francis J. Ruth, *Librarian*.

Trustees of the McDonogh Educational Fund and Institute.

David L. Bartlett, *President*.

German H. Hunt, *Sec'y*.

Robert H. Smith,

Robert Garrett,

Enoch G. Hipsley,

E. Stanley Garey,

Wm. Keyser.

Trustees of Almshouse.

Joseph Friedenwald, *President*.

John Black, *Secretary*.

Simon I. Kemp,

Ira Remsen,

J. J. Pentz,

Geo. A. Blake,

John J. Hoffman.

Columbus W. Lewis, *Superintendent*.

John M. McElroy, *Purveyor*.

John R. Hammett, *Clerk and Storekeeper*.

Susan McCahan, *Matron*.

William Kaiser, *Engineer*.

James J. Farrell, *Assistant Engineer*.

John F. Barringer, *Gardener*.

Thomas Connor, *Messenger*.

Trustees of Almshouse—Continued.Charles Jones, *Baker.*Patrick Butler, *Carriage Driver.**Medical Department.*

Dr. H. B. Wilson,	} <i>Resident Physicians.</i>
Dr. Stanish McCleary,	

Dr. Robert E. Garrett, *Insane Hospital.*Dr. James A. Tierney, *Apothecary.***Agent of Baltimore City for the Deaf and Dumb.**

William R. Barry.

Directors on Behalf of the City in the Female House of Refuge.

Joseph Merrefield,

W. T. Biedler,

Edward Pels,

J. H. Scarff,

Leon M. Hanline.

Managers on Part of the City of St. Mary's Industrial School.

John Boyle, R. W. L. Rasin, Andrew W. Woodall.

Managers of House of Refuge on the Part of the City.

Dr. John G. Morris,

Henry C. James,

Wm. A. Knapp,

Samuel H. Lyon,

Dr. J. D. Iglehart,

Archibald B. Coulter,

James H. Parrish,

James A. Gould,

Israel Rosenfeld,

Joseph F. Krauss.

Managers on the Part of the City for the House of Reformation and Instruction for Colored Children.

William J. Brigham,

Joseph J. Janney.

**Managers on the Part of the City in the Industrial Home for
Colored Girls.**Francis P. Stevens,

 Myer Bornheim.**Directors on the Part of the City in the Union Railroad Company.**John S. Leib,

 W. B. McAtee.**Visitor to Enoch Pratt Free Library.**Chas. W. Heuisler.

**Directors on the Part of City in the Western Maryland Railroad
Company.**

Christian Devries,	John C. Legg,
E. G. Hipsley,	Samuel D. Schmucker,
Levi Weinberger,	William S. Rayner,
H. Crawford Black,	Lloyd L. Jackson.

Directors on the Part of the City in the Valley Railroad Company.

Osman Latrobe,	Henry Duvall,
H. Crawford Black.	

Harbor Masters.

First District	.....	Joseph E. Cromwell.
Second	“	William Knorr.
Third	“	Thomas Freeman.
Fourth	“	George T. Hodes.
Fifth	“	John N. Conway.
Sixth	“	Charles Durm.

Inspectors of Weights and Measures.

Northwestern District.....	John A. Haeffner.
Northeastern “ 	William Henry.
Soutwestern “ 	Patrick J. Brandy.
Southeastern “ 	Thos. Francis Herr.
Southern “ 	John C. Dietz.

Inspector of Long and Dry Measures.

William Bond.

Inspector of Coal Oil and Illuminating Gas.

Prof. P. B. Wilson.

General Superintendent of Lamps and Inspector and Sealer of Gas Meters.

W. Stuart Symington.

Inspector of Charcoal.

.....

Superintendent of Court House, Record Office and Grounds.

John D. Cook.

Watchman at Court House.

William Snyder.

Janitor at Old Masonic Hall Building.

James Donnelly.

Watchman at Old Masonic Hall Building.

Charles G. Waters.

Janitor of the Orphans' Court.

William J. Burke.

Keeper of Drawbridge.

William H. Konig,
Michael P. Gantley, *Assistant*.

Keeper of Washington Monument.

James Cawley.

Keeper of Harman's Bridge.

Edward Stowman.

Keeper of North, Calvert and St. Paul Street Bridges.

James J. Moylan.

Keeper of Dog Pound.

Philip Kimmel.

Clerk of Centre Market.

Daniel A. L. Murray,
John F. Bracken, *Assistant Clerk*.

Clerk of Lexington Market.

James A. Strong,
William H. Tibbals, *Assistant Clerk*.

Clerk of Fell's Point Market.

William A. Callahan.

Clerk of Belair Market.

Joseph H. Wright.

Clerk of Hollins Market.

James Biden.

Clerk of Hanover Market.

John H. Mortimer.

Clerk of Richmond Market.

George H. Clifton.

Clerk of Lafayette Market.

John Farrell.

Clerk of Cross Street Market.

Charles B. Kemper.

Clerk of Northeastern Market.

Charles Briggeman.

Clerk of Canton Market.

Daniel Cadden.

Keeper of Hall Over Broadway Market.

Thomas Carroll.

Keeper of Market Under Maryland Institute.

John H. Bogue.

Commissioners of Union Square.

Andrew J. Fairbank, William H. Thomas, Jr.,
Walter N. Smith.

Commissioners of Lafayette Square.

D. H. Stevenson, W. C. Sanderson, H. G. Vickery.

Commissioners of Franklin Square.

Dr. James W. Bowers, Dr. J. Dimmett Norris,
John F. Adams.

Commissioners of Eutaw Place Squares—First Division.

Wm. T. Levering, A. G. Stabler, A. C. Trippe.

Commissioners of Eutaw Place Squares—Second Division.

George W. Wood, Alexander H. Russell,
George J. Popplein.

Commissioners of Mount Vernon Squares.

Thomas M. Lanahan, William F. Burns,
Thomas Deford.

Commissioners of Madison Square.

John Solter, John H. Hoeck, Chas. H. Davis.

Commissioners of Jackson Square.

J. Krebs Rusk, Wm. G. Daugherty, H. D. Adams.

Commissioners of Harlem Park.

William P. Reese, Gerhard F. Kooke,
Edward A. Holmes.

Commissioners of Eastern City Spring Square.

Emil Hesse, Geo. Courtney, Harry Fuld.

Commissioners of Broadway Squares—First Division.

Dr. Herman A. Klemper, A. McClintock, Wm. Cowen.

Commissioners of Broadway Squares—Second Division.

Wm. H. McElroy, Chas. F. Henderson, Louis Zink.

Commissioners of Broadway Squares—Third Division.

George Taylor, Edw. N. Waters, Adam Neuse, Jr.

Commissioners of Perkins Spring Square.

Joseph Harris, J. Frank Wilhelm, Jos. W. Dell.

Commissioners of Park Place.

Frank Frick, Faris C. Pitt, Lawrence Turnbull.

Commissioners of Taney Place.

Samuel Henry, A. B. Clark, J. H. Wight.

Commissioners of Ashland Square.

Jas. Sapp, Edward G. Medinger, Richard S. Bridge.

Commissioners of Brewer Square.

Frederick W. Koch, Fredk. Heineman,
Henry H. Dill.

Commissioners of Wilkens Avenue Squares.

Gustave Siegmund Fredk J. Cahill,
James E. Hillery, James C. Griffin,
Edward Andrews.

Commissioners of Mount Royal Avenue Square.

Michael Jenkins, Henry E. Baltzell,
R. W. Templeman.

**Commissioners of Fulton Avenue Squares and Circle at Baker Street
and Fulton Avenue.**

Jas. W. Wolfe, Thomas F. Locke, Wm. J. Miller.

Commissioners of Bo-Lin Park.

Leonard H. Neudecker, William. L. Boyd,
W. Frank Horner.

Keeper of Madison Square.

John Baker.

Keeper of Perkins Spring Square.

John Garey.

Keeper of Union Square.

George T. Price.

Keeper of Harlem Square.

W. R. Strickland.

Keeper of Lafayette Square.

Henry Manion.

Keeper of Franklin Square.

F. D. Field.

Keeper of Eastern Fountain.

Nathaniel C. Walker.

Keeper of Broadway Squares—First Division.

Frederick W. Williams.

Keeper of Broadway Squares—Second Division.

John K. Hirzel.

Keeper of Broadway Squares—Third Division.

Joseph Krastel.

Keeper of Mount Royal Avenue Square.

Peter Needham.

Keeper of Ashland Square.

John C. Gareis.

Keeper of Jackson Square.

Herman Kumlehn.

Keeper of Taney Place.

Aug. Bechtold.

Ward Managers of the Poor.

First Ward.....	Theo. Von Rintelln.
Second Ward.....	George Schaeffer.
Third Ward.....	Richard C. Kemp.
Fourth Ward.....	Chas. F. Evans.
Fifth Ward.....	C. Crane.
Sixth Ward.....	James E. Sturgeon.
Seventh Ward.....	Alexander Bond.
Eighth Ward.....	Michael Hagan
Ninth Ward.....	Thomas Gordon.
Tenth Ward.....	Michael Hess.
Eleventh Ward.....	Charles F. Taylor.
Twelfth Ward.....	R. G. Keene.
Thirteenth Ward.....	John H. Hancock.
Fourteenth Ward.....	T. P. Perine.
Fifteenth Ward.....	Joseph J. Harig.
Sixteenth Ward.....	Peter Hines.
Seventeenth Ward.....	Wm. L. P. Riggins.
Eighteenth Ward.....	John P. Fahey.
Nineteenth Ward.....	George A. Smith.
Twentieth Ward.....	John B. Thomas, Jr.
Twenty-first Ward.....	
Twenty second Ward.....	

Superintendents of Lamplighters.

Benjamin F. Crisp,	Patrick Gibbons,
Charles D. Moore,	Richard E. Hardin,
John E. Ward.	

Lamp-lighters.

First Ward—John Potter,
Stephen Flaherty,
Michael Herr,
Fredk. A. Connors, Jr.,
Thos. Deigan.

Second Ward—John Schmitt,
Jacob Zigler,
John T. Brown,
John Schaedel,
Wm. J. Kelly.

Third Ward—Henry Kimmelman,
Michael Wagner,
Charles Hitroth,
George W. Bandell,
John G. Moore, *at large*.
Michael Schnifer.

Fourth Ward—Lewis Lantz,
Hugh Hennessy,
John Spellman,
Carston Schultz,
Jerry Harrigan.

Fifth Ward—John W. Disney,
J. Ahearns,
Frank Morrell,
Thomas Kilduff,
William Dennis.

Lamplighters—Continued.

Sixth Ward—Frank Kminek,
Thomas J. Duvall,
Martin Ruppert,
James Finch,
Anton Gried.

Seventh Ward—Henry Keagle,
Victor Hirshauer,
Andrew Emeline,
James Babka,
Jacob Tragesser.

Eighth Ward—William Holden,
John McSweeney,
Frank Gutberlet,
Peter Hefferman,
Bernard Kerns,
Hy. Burns, *at large*.

Ninth Ward—Lewis J. Hess,
George H. Smith,
Thomas Keho,
Michael Collins,
John Garrity.

Tenth Ward—Max Kohlenstine,
Bellshazza Schneider,
Joseph Steinkamp,
Valentine Baum,
Joseph Johnson,

Lamplighters—Continued.

Eleventh Ward—Andrew J. Norris, Jr.,
Chas. C. Pease,
Jacob Schoedel,
Jacob Pollety,
John Rinn.

Twelfth Ward—Thomas Rooney,
Thomas Hand,
Dennis Hogan,
George W. Courts,
Edward L. Rutter.

Thirteenth Ward—Ed. J. Schnur,
Jos. B. McConville,
Thos. M. Hynes,
Owen McHugh,
Dennis A. Griffin.

Fourteenth Ward—Wm. J. Griffin,
Patrick Spearman,
Jos. Countess,
Anton K. Crofoot,
Thomas Hibbetts.

Fifteenth Ward—Michael Ragan,
Geo. W. Behrens,
Geo. W. Schaum,
John T. Belchner,
Geo. Fred. Seyfried

Lamplighters—Continued.

Sixteenth Ward—Daniel Zimmer,
Chas Karey,
Wm. Pistel,
Sam'l J. Glenn,
Geo. Riley.

Seventeenth Ward—Thomas Cunningham,
Henry E. Davis,
William Amey,
John McMann,
Jeff Fitzgerald.

Eighteenth Ward—John Jeffers,
Wm. Brady,
Francis Kernan, *at large*,
Geo. P. Hobach,
Michael Manning.

Nineteenth Ward—John Chambers,
William E. Coale,
Dennis J. Myers,
Stephen L. Hurley,
Nicholas S. Quinnt,
Wm. J. McAllister.

Twentieth Ward—William J. Egan,
Nathan Wright,
J. G. Wutz,
Percival Y. Darnell,
Wm. H. L. Lockwood, *at large*.

Lamplighters—Concluded.

Twenty-first Ward—James A. Hamilton,
W. Stapf,
W. H. Pease,
Leroy Kidd,
James A. Hamilton,
Geo. M. McGee,
J. Kepple,
Chas. Steiks,
Wm. H. Darenberger,
Thomas H. Snowden,
Andrew Koerner,
Matthew Steinacker,
John O. Chilcoat.

Twenty-second Ward—Chris. Fisher,
Henry Beach,
Caleb N. Williams,
J. Knight,
Geo. H. Fisher,
Geo. M. Hargest,
Henry D. Brown,
John F. Skipper,
Frank Dietz,
Leonard Forlifer,
John McFall,
John W. Lee,
John H. Maxfield,
Ephraim Orem,
Edw. J. White.

Constables.

First	Ward.....	James E. Sangston.
“	“	Horatio Wallace.
Second	“	John H. Petrone.
“	“	Abraham Goldstein.
Third	“	Godfrey Koffenberger.
“	“	Theo. Dauphin.
Fourth	“	George McCart.
“	“	Frank Abbiss.
Fifth	“	Geo. W. Earhart.
“	“	N. G. W. Woodall.
Sixth	“	Charles Tankersley.
“	“	John Sanner.
Seventh	“	Jas. A. Logue.
“	“	John J. Frey.
Eighth	“	W. W. Rollins.
“	“	Geo. H. Winchester.
Ninth	“	I. N. Zipprian.
“	“	James Loane.
Tenth	“	Edward A. Keyser.
Eleventh	“	John E. Kropp.
“	“	Thos. R. Morse.
Twelfth	“	P. H. C. Stitcher.
“	“	Stephen A. Morse.
Thirteenth	“	Charles Strasser.
“	“	John T. Barber.
Fourteenth	“	E. A. Letzer.
“	“	Wm. F. Brag.
Fifteenth	“	Wm. B. Lyons.
“	“	Fred Kirsch.

Constables—Continued.

Sixteenth	Ward	.....	Charles B. Keyser.
“	“	.....	Charles J. Swope.
Seventeenth	“	.....	Wm. B. Saylor.
“	“	.....	David P. West.
Eighteenth	“	.....	David H. M. Jung.
“	“	.....	Andrew Schmidt.
Nineteenth	“	.....	Chas. H. Shipley.
“	“	.....	Fred C. Jacobs.
Twentieth	“	.....	Chas. H. Weems.
“	“	.....	John K. Stein.
Twenty-first	“	.....	Theo. N. Weems.
“	“	.....	John Carroll.
Twenty-second	“	.....	Geo. T. Wise.
“	“	.....	Leo Hayden.

Officers of the Fire Department.*Fire Commissioners.*J. Alexander Preston, *President.*

John F. Hunter,

George May.

Secretary and Clerk.

David H. Lucchesi.

Chief Engineer.

John J. Ledden.

District Engineers.

No. 1—George W. Horton, No. 4—Fielding H. Lucas,
 No. 2—Geo. W. Ellender, No. 5—Frank K. Conway,
 No. 3—Wm. M. Dunn, No. 6—Wm. A. Larkins.

Superintendent of Machinery.

George J. Linsenmeyer.

Superintendent of Police and Fire-Alarm Telegraph.

Charles J. McAleese.

Operators—H. P. Lucas, Alexander Crummer, F. L. McAleese, J. F. O'Mailey.*Substitute Operator*—J. J. McCoy, Jr.*Lineman*—John M. Nugent.*Assistant Lineman*—Charles J. Hellings,

“ “ Samuel Knouse.

“ “ Wm. H. Evans.

Batteryman—Robert Kain.*No. 1 Engine.*Herman F. Bichy.....*Captain.*William F. Morrow.....*Lieutenant.*Charles E. Freeburger.....*Engineman.*John W. Eckhardt.....*Ass't Engineman.*Lewis J. Fresch.....*Hostler.*Edward R. Addison.....*Pipeman.*

Al. Oelman.....“

W. H. C. Laughlin.....“

Henry D. Lemmerman.....“

Frank A. Hanssen.....“

Charles C. Stone.....“

No. 2 Engine.

William R. Ward	<i>Captain.</i>
C. Henry Hammel	<i>Lieutenant.</i>
Thomas E. Wheatley.....	<i>Engineman.</i>
Daniel H. Weber.....	<i>Ass't Engineman.</i>
Frank Hines	<i>Hostler.</i>
William Eckert.....	<i>Pipeman.</i>
George C. Young	"
George H. Hewitt.....	"
John W. Ruppert	"
William Burkhead.....	"
Charles C. Rice.....	"
George Squires.....	"

No. 3 Engine.

Benjamin Price.....	<i>Captain.</i>
Maurice C. Bollman.....	<i>Lieutenant.</i>
Patrick F. Moriarity.....	<i>Engineman.</i>
Thomas G. Huth.....	<i>Ass't Engineman.</i>
John F. Pearce.....	<i>Hostler.</i>
G. Louis Schlimm.....	<i>Pipeman.</i>
R. H. Dougherty	"
Herman Fumbaugh	"
August Schlimm.....	"
James T. Pearl.....	"
John T. Seabreeze	"

No. 4 Engine.

Wm. C. McAfee.....	<i>Captain.</i>
Geo. W. Bentz.....	<i>Lieutenant.</i>
John Gaffney.....	<i>Engineman.</i>
Geo. C. Lloyd.....	<i>Ass't Engineman.</i>
Andrew J. Connelly.....	<i>Hostler.</i>
Constant Seibert.....	<i>Pipeman.</i>
Wilmer West.....	"
Geo. Croucher.....	"
Wm. H. Cullen.....	"
James McGraw.....	"
Edward Tauber.....	"
Geo. W. Baird.....	"

No. 5 Engine.

Andrew W. German.....	<i>Captain.</i>
Chas. Rosenthal.....	<i>Lieutenant.</i>
Frederick L. Nelson.....	<i>Engineman.</i>
John N. Bletzer.....	<i>Ass't Engineman.</i>
Henry Murphy.....	<i>Hostler.</i>
William B. Baker.....	<i>Pipeman.</i>
John H. Reitz.....	"
Henry R. Seippel.....	"
Anthony Schoepplein.....	"
John F. Bilson.....	"
Wm. Hastler.....	"

No. 6 Engine.

Richard N. Pittinger.....	<i>Captain.</i>
Charles Betz.....	<i>Lieutenant.</i>
Matthew Mulligan.....	<i>Engineman.</i>
Thos. F. Sexton.....	<i>Ass't Engineman.</i>
B. F. Seipp.....	<i>Hostler</i>
George Mineburg.....	<i>Pipeman.</i>
F. C. H. Berger.....	"
Joseph E. Renner.....	"
John F. Maguire.....	"
George Sykes.....	"
Fred'k W. Harman.....	"
Clinton B. Baker.....	"

No. 7 Engine.

Wm. H. Hartman.....	<i>Captain.</i>
Lawrence Blake.....	<i>Lieutenant.</i>
Jacob S. Corns.....	<i>Engineman.</i>
Frank E. Nehren.....	<i>Ass't Engineman.</i>
Harman Schiminger.....	<i>Hostler.</i>
Charles A. Soistman.....	<i>Pipeman.</i>
Paul L. Linde.....	"
George Schnieder.....	"
Edw. Minotsberger.....	"
Wm. McGann.....	"
Chas. Sapp.....	"

No. 8 Engine.

Andrew J. Walter.....	<i>Captain.</i>
Fred'k W. Johnson, Sr.	<i>Lieutenant.</i>
John A. Bannon.....	<i>Engineman.</i>
Martin J. Hesmer.....	<i>Ass't Engineman.</i>
William J. Stewart.....	<i>Hostler.</i>
G. B. Chapman.....	<i>Pipeman.</i>
Charles Airey	"
Jacob Rupp.....	"
John Krauss	"
James McGlennan	"
John J. Murphy.....	"

No. 9 Engine.

David H. Macaulay.....	<i>Captain.</i>
Solomon Uhlfelder.....	<i>Lieutenant.</i>
Daniel R. Rogers.	<i>Engineman.</i>
William H. Stanton	<i>Ass't Engineman.</i>
William B. Baker	<i>Hostler.</i>
James McDevitt	<i>Pipeman.</i>
Charles C. Neilson.....	"
John H. Cruse	"
W. F. Cuddy	"
John E. Wallace.	"
John Amendt	"

No. 10 Engine.

Henry Stagge	<i>Captain.</i>
Charles Romoser, Jr.....	<i>Lieutenant.</i>
John W. Walsh.....	<i>Engineman.</i>
James Nugent.....	<i>Ass't Engineman.</i>
Hunter S. Shettle.	<i>Hostler.</i>
Justice G. Keilholtz	<i>Pipeman.</i>
Samuel W. Marker.	"
James Scott.....	"
Henry Zachman.....	"
John Eigenbrodt.	"
Henry Ludwig	"
John F. Pons	"

No. 11 Engine.

Michael A. Lind.....	<i>Captain.</i>
Thos. Flaherty.	<i>Lieutenant.</i>
John Calder.....	<i>Engineman.</i>
John Lindeman	<i>Ass't Engineman.</i>
Lewis Battee	<i>Hostler.</i>
Josh. H. Miller.	<i>Pipeman.</i>
Albert H. Gier	"
George Shipley.....	"
Ben. V. Beyer.....	"
Charles E. DeWitt.	"
John W. Barton.....	"

No. 12 Engine.

Geo. W. Smith.	<i>Captain.</i>
Edwd. C. Klessel.....	<i>Lieutenant.</i>
Michael Lycett.....	<i>Engineman.</i>
Thomas S. Atkinson.....	<i>Ass't Engineman.</i>
Joseph W. Moon.....	<i>Hostler.</i>
James Catterton.....	<i>Pipeman.</i>
Thomas Voyce.....	"
Peter McGonigle.....	"
Gerhardt Tabling.....	"
Casper Kraft.....	"
Edward Norton.....	"

No. 13 Engine.

John Hoffman.....	<i>Captain.</i>
Lawrence Pistel.....	<i>Lieutenant.</i>
John H. Deal.....	<i>Engineman.</i>
John A. Bannon.....	<i>Ass't Engineman.</i>
Thomas H. Wright.....	<i>Hostler.</i>
Philip Bowen.....	<i>Pipeman.</i>
Wilbur Pierce.....	"
James Keyser.....	"
William R. Lashorne.....	"
Warren J. Stafford.....	"
Geo. W. Allen.....	"

No. 14 Engine.

William H. Dunn.....	<i>Captain.</i>
Geo. A. Wright.....	<i>Lieutenant.</i>
Samuel W. Stansbury.....	<i>Engineman.</i>
John J. Cahill.....	<i>Ass't Engineman.</i>
Phil. L. Brady ..	<i>Hostler.</i>
Charles H. Baker.....	<i>Pipeman.</i>
C. Allen Orem.....	"
J. Oscar Healey.....	"
Geo. E. Hibline	"
Leonard Jessop.....	"
Hugh P. Fox.....	"

No. 15 Engine.

John Todd.....	<i>Captain.</i>
J. Thomas Dunn.....	<i>Lieutenant.</i>
John B. Bortell.....	"
John Conway.....	<i>Engineman.</i>
William F. Awalt.....	<i>Ass't Engineman.</i>
Cornelius P. Kuhan.....	"
Mark Hill.....	<i>Hostler.</i>
James Scott.....	<i>Pipeman.</i>
Frank B. Hart.....	"
Geo. H. Rush.....	"
Fredk. W. Beckman.....	"
Chas. L. Schulte.....	"
Louis Harrer.....	"
Edw. F. Kelly.....	"
Patk. Berthistle.....	"
Wm. A. Smith.....	"
August Schenkleburg.....	"
Joseph H. Daily.....	"
John McKew.....	"
John Kramme.....	"

No. 16 Engine.

Richard A. Lindsay.....	<i>Captain.</i>
John Prenger.....	<i>Lieutenant.</i>
John H. Brown.....	<i>Pilot.</i>
Wm. C. Stallings.....	“
Thomas B. Meushaw	<i>Engineman.</i>
Herbert W. Pearce.....	<i>Ass't Engineman.</i>
John H. Stutt	“ “
Geo. H. Little.....	<i>Pipeman.</i>
Joseph Zeidler	“
James H. Hoey.....	<i>Stoker.</i>
James Hayden.....	“
George Horley.....	“

No. 18 Engine.

Fred'k Brannan.....	<i>Captain.</i>
Levin H. Burkhardt.....	<i>Lieutenant.</i>
Thomas S. Brown.....	<i>Engineman.</i>
John I. Crawford	<i>Asst. Engineman.</i>
John W. Potts	<i>Hostler.</i>
Robt. H. Blatchley	<i>Pipeman.</i>
Wm. H. Quincy	“
John F. MacKenzie	“
Henry A. Moeller	“
Andrew J. McCormick	“
Wm. F. Doepppe	“
Sam'l A. Seymour.....	“

No. 1 Hook and Ladder.

J. Albert Cassedy	<i>Captain.</i>
August Emerich	<i>Lieutenant.</i>
Thos. B. Strahan	<i>Tillerman.</i>
Geo. W. Cassedy	<i>Ass't Tillerman.</i>
John T. Mulligan	<i>Hostler.</i>
Martin Kirby	<i>Ladderman.</i>
Cooper Elliott	"
Thomas Kerr	"
Zach. T. Seabreeze	"
Robt. B. Edwards	"
George F. Thompson, Jr	"

No. 2 Hook and Ladder.

Thos. Montgomery	<i>Captain.</i>
E. Louis Shipley	<i>Lieutenant.</i>
John W. Blake	<i>Tillerman.</i>
Emil Heise	<i>Ass't Tillerman.</i>
Joseph Lavender	<i>Hostler.</i>
J. Fred. Schaefer	<i>Ladderman.</i>
Alonzo Travers	"
Robert M. Brown	"
Wm. H. Stapf	"
Henry F. Eckels	"
John Weinkamp	"

No. 3 Hook and Ladder.

George W. Foxwell.....	<i>Captain.</i>
Peter Nelson	<i>Lieutenant.</i>
John M. Douns.....	<i>Tillerman.</i>
John Koos	<i>Ass't Tillerman.</i>
John Croucher	<i>Hostler.</i>
Joseph P. Kelly	<i>Ladderman.</i>
John McClellan	"
James F. Reilly	"
Charles W. Johnson	"
Robt. R. Perry.....	"
Geo. B. King.....	"
Fred'k Granling.....	"

No. 4 Hook and Ladder.

Wm. White.....	<i>Captain.</i>
John H. Morgan.....	<i>Lieutenant.</i>
John W. Kelly.....	<i>Tillerman.</i>
Wm. A. Meushaw	<i>Ass't Tillerman.</i>
James B. Kelly.....	<i>Hostler.</i>
Jacob A. Wisong.....	<i>Ladderman.</i>
John Kurne.....	"
George E. Gill.....	"
John J. Gill.....	"
Malcolm Jordan.....	"
John F. Kelly.....	"
Geo. Kennard.....	"

No. 5 Hook and Ladder.

Thomas Strahler.....	<i>Captain.</i>
George W. Haskell.....	<i>Lieutenant.</i>
Wm. Quinn.....	<i>Tillerman.</i>
Wm. T. Johns.....	<i>Ass't Tillerman.</i>
Howard E. Curry.....	<i>Hostler.</i>
Wm. Wiley.....	<i>Ladderman.</i>
Wm. F. Beall.....	"
John M. Fredericks.....	"
John Sullivan.....	"
Peter Mullen.....	"
John Emerson.....	"
Harry F. Bodge.....	"

No. 6 Hook and Ladder.

Thos. D. O'Keefe.....	<i>Captain.</i>
Fred G. Beck.....	<i>Lieutenant.</i>
James Gill.....	<i>Tillerman.</i>
Antone Kemp.....	<i>Ass't Tillerman.</i>
George D. Taylor.....	<i>Hostler.</i>
Albert Squires.....	<i>Ladderman.</i>
Daniel Vogelgesang.....	"
William Lalotte.....	"
Thomas H. Kelly.....	"
Louis Matthai.....	"
Charles Fay.....	"
Henry Toepfer.....	"

Fire Department—Annex.*No. 1 Chemical Engine.*

Edward N. Steinacker.....*Captain.*
 John A. Epp.....*Hostler.*
 Antone Yienger.....*Pipeman.*

No. 2 Chemical Engine.

James H. Merrick.....*Captain.*
 James K. Merriken.....*Hostler.*
 Christian Freyer.....*Pipeman.*

No. 3 Chemical Engine.

Ralph S. Ferguson.....*Captain.*
 Michael J. Griffin.....*Hostler.*
 James A. Clark.....*Pipeman.*

No. 4 Chemical Engine.

William H. Taylor.....*Captain.*
 Owen McGreevey.....*Hostler.*
 James Hart.....*Pipeman.*
 Michael Farley.....“

No. 5 Chemical Engine.

Samuel R. Watkins.....*Captain.*
 Robert F. McFarland.....*Hostler.*
 John W. Schaefer.....*Pipeman.*

No. 6 Chemical Engine.

Frank Maher.....*Captain.*
 Ed. G. Kipp.....*Hostler.*
 Zachariah H. Foote.....*Pipeman.*

No. 7 Chemical Engine.

James J. Reynolds.....*Captain.*
 James L. Clarken.....*Hostler.*
 John L. Thomas.....*Pipeman.*

*No. 7 Hook and Ladder.*Joseph J. Presley *Hostler.**No. 8 Hook and Ladder.*John L. Durham *Hostler.**No. 9 Hook and Ladder.*George U. McFadden *Hostler.*

Judges and Clerks of Courts.

Hon. Henry D. Harlan,
 “ J. Upshur Dennis,
 “ Albert Ritchie,
 “ Charles E. Phelps,
 “ Pere L. Wickes,
 “ Daniel Giraud Wright.

Clerk of the Superior Court.

James Bond.

Clerk of the Court of Common Pleas.

John T. Gray.

Clerk of the Circuit Court.

Alvin Robertson.

Clerk of Circuit Court No. 2.

John H. Suter.

Clerk of the Criminal Court.

Hiram G. Dudley.

Clerk of the City Court.

Henry A. Schultz.

COMMITTEES

OF THE

CITY COUNCIL OF BALTIMORE

FOR THE YEAR 1892-93.

JOINT STANDING COMMITTEES.

WAYS AND MEANS.

First Branch.

Smith, James H.
Berry, Jasper M.
Guyton, James B.

Second Branch.

Mahon, John J.
Sutherland, B. F.
Yewell, Francis E.

BRIDGES.

First Branch.

Fahey, John T.
Turner, Charles T.
Brown, Charles W.

Second Branch.

Brown, Andrew
Brannan, Charles H. S.
Shaw, Gilles J.

WATER.

First Branch.

Stewart, Walter H.
Brown, Martin B.
Snyder, Edwin C.

Second Branch.

Leonard, Samuel J.
Supplee, J. Frank
Brown, Andrew

CLAIMS.

First Branch.

Berry, Jasper M.
Brown, Martin B.
Stewart, Walter H.

Second Branch.

Yewell, Francis E.
Supplee, J. Frank
Leonard, Samuel J.

HIGHWAYS.

First Branch.

Doyle, John F.
Leonard, John F.
Manken, Henry

Second Branch.

Sutherland, B. F.
Cullen, Michael
Mahon, John J.

HEALTH.

First Branch.

Windfelder, John H.
Ogden, Wm. J.
Craig, G. W. Hume

Second Branch.

Murphy, Francis P.
Brannan, Charles H. S.
Shaw, Gilles J.

MARKETS.

First Branch.

Rigger, Lawrence
Gehring, Joseph
Brown, Chas. W.

Second Branch.

Yewell, Francis E.
Cullen, Michael
Leonard, Samuel J.

CITY PROPERTY.

First Branch.

Guyton, James B.
Berry, Jasper M.
Manken, Henry

Second Branch.

Cullen, Michael
Leonard, Samuel J.
Murphy, Francis P.

EDUCATION.

First Branch.

Ogden, William J.
Schleifer, Joseph E.
Craig, G. W. Hume

Second Branch.

Shaw, Gilles J.
Supplee, J. Frank
Murphy, Francis P.

HOUSE OF REFUGE.

First Branch.

Turner, Charles T.
Ogden, William J.
Fahey, John T.

Second Branch.

Brannan, Charles H. S.
Mahon John J.
Cullen, Michael

INTERNAL IMPROVEMENTS.

First Branch.

Snyder Edwin C.
Brown, Martin B.
Fahey, John T.

Second Branch.

Supplee, J. Frank
Leonard, Samuel J.
Murphy, Francis P.

FIRE DEPARTMENT.

First Branch.

Berry, Jasper M.
Schleifer, Joseph E.
Brown, Martin B.

Second Branch.

Shaw, Gilles J.
Brannan, Charles H. S.
Cullen, Michael

POLICE AND JAIL.

First Branch.

Smith, James H.
Barnes, Hanson P.
Spindler, Frederick

Second Branch.

Brannan, Charles H. S.
Sutherland, B. F.
Brown, Andrew

HARBOR.

First Branch.

Windfelder, John H.
Gehring, Joseph
Barnes, Hanson P.

Second Branch.

Brown, Andrew
Murphy, Francis P.
Cullen, Michael

CITY PASSENGER RAILWAYS.

First Branch.

Leonard, John F.
Doyle, John F.
Deupert, Adam

Second Branch.

Brown, Andrew
Mahon, John J.
Sutherland, B. F.

ALMSHOUSE.

First Branch.

Barnes, Hanson P.
Rigger, Lawrence
Gehring, Joseph

Second Branch.

Leonard, Samuel J.
Murphy, Francis P.
Yewell, Francis E.

JONES' FALLS.

First Branch.

Deupert, Adam
Manken, Henry
Stewart, Walter H.

Second Branch.

Sutherland, B. F.
Mahon, John J.
Supplee, J. Frank

McDONOGH BEQUEST.

First Branch.

Brown, Chas. W.
 Craig, G. W. Hume
 Snyder, Edwin C.

Second Branch.

Supplee, J. Frank
 Brannan, Charles H. S.
 Cullen, Michael

PARKS.

First Branch.

Spindler, Frederick
 Ogden, William J.
 Barnes, Hanson P.

Second Branch.

Supplee, J. Frank
 Brannan, Charles H. S.
 Shaw, Gilles J.

COMMERCE AND MANUFACTURES.

First Branch.

Schleifer, Joseph E.
 Fahey, John T.
 Brown, Chas. W.

Second Branch.

Supplee, J. Frank
 Brannan, Charles H. S.
 Mahon, John J.

PRINTING.

First Branch.

Manken, Henry
 Rigger, Lawrence
 Gehring, Joseph

Second Branch.

Sutherland, B. F.
 Brown, Andrew
 Murphy, Francis P.

ENROLLMENT.

First Branch.

Craig, G. W. Hume
 Berry, Jasper M.

Second Branch.

Mahon, John J.
 Sutherland, B. F.

JOINT SELECT COMMITTEES.

REGISTER'S ACCOUNTS.

First Branch.

Ogden, William J.
Brown, Martin B.
Fahey, John T.

Second Branch.

Murphy, Francis P.
Shaw, Gilles J.
Sutherland, B. F.

COMMISSIONERS OF PUBLIC SCHOOLS ACCOUNTS.

First Branch.

Windfelder, John H.
Stewart, Walter H.
Craig, C. W. Hume

Second Branch.

Mahon, John J.
Yewell, Francis E.
Supplee, J. Frank

COMMISSIONERS OF FINANCE ACCOUNTS.

First Branch.

Guyton, James B.
Snyder, Edwin C.
Windfelder, John H.

Second Branch.

Supplee, J. Frank
Brannan, Charles H. S.
Murphy, Francis P.

COMPTROLLER'S ACCOUNTS.

First Branch.

Schleifer, Joseph E.
Brown, Martin B.
Spindler, Frederick

Second Branch.

Cullen, Michael
Sutherland, B. F.
Leonard, Samuel J.

WATER COMMISSIONERS' ACCOUNTS.

First Branch.

Smith, James H.
Turner, Charles T.
Rigger, Lawrence

Second Branch.

Brown, Andrew
Shaw, Gilles J.
Supplee, J. Frank

CITY COMMISSIONERS' AND HARBOR COMMISSIONERS' ACCOUNTS.

First Branch.

Doyle, John F.
Leonard, John F.
Gehring, Joseph

Second Branch.

Murphy, Francis P.
Brannan, Charles H. S.
Leonard, Samuel J.

HEALTH COMMISSIONER'S ACCOUNTS.

First Branch.

Leonard, John F.
Manken, Henry
Deupert, Adam

Second Branch.

Mahon, John J.
Brown, Andrew
Cullen, Michael

COMMISSIONERS OF FIRE DEPARTMENT ACCOUNTS.

First Branch.

Fahey, John T.
Brown, Charles W.
Snyder, Edwin C.

Second Branch.

Shaw, Gilles J.
Leonard, Samuel J.
Sutherland, B. F.

**Joint Special Committee for the Introduction of the
Waters of the Gunpowder River into the City.**

First Branch.

Deupert, Adam
Windfelder, John H.
Ogden, William J.
Barnes, Hanson P.
Guyton, James B.

Second Branch.

Leonard, Samuel J.
Brannan, Charles H. S.
Yewell, Francis E.
Supplee, J. Frank
Murphy, Francis P.

ANNUAL REPORT

— OF THE —

TRUSTEES

— OF THE —

McDONOGH FUND

JANUARY, 1893.

BOARD OF TRUSTEES

1892.

OFFICERS:

*SAMUEL H. TAGART.....	PRESIDENT.
†DAVID L. BARTLETT.....	PRESIDENT.
WILLIAM A. STEWART.....	VICE-PRESIDENT.
‡GERMAN H. HUNT.....	VICE-PRESIDENT.
†ROBERT H. SMITH.....	SECRETARY.
DAVID L. BARTLETT.....	TREASURER BARNUM BEQUEST.

TRUSTEES:

WILLIAM A. STEWART.....	212 North Charles street.
*SAMUEL H. TAGART.....	16 East Lexington street.
DAVID L. BARTLETT.....	205 East German street.
‡GERMAN H. HUNT.....	14 South street.
ENOCH G. HIPSLEY.....	Old Town Bank.
WILLIAM KEYSER.....	205 East German street.
JULIAN LEROY WHITE.....	18 Mt. Vernon Place.
†ROBERT H. SMITH.....	219 East Fayette street.
‡E. STANLEY GARY.....	108 West German street.

STANDING COMMITTEES:

WM. KEYSER, E. S. GARY.....	Finance.
G. H. HUNT, WM. KEYSER.....	Education.
G. H. HUNT, J. L. WHITE.....	Barnum and Tagart Bequests.
G. H. HUNT, E. S. GARY.....	Buildings.
R. H. SMITH, J. L. WHITE.....	Legislation.
E. G. HIPSLEY, R. H. SMITH.....	Farm and Lands.
G. H. HUNT, E. G. HIPSLEY.....	Housekeeping and Supplies.

The President of the Board is chairman of each of the standing committees.

*Died March 19, 1892.

*Appointed April, 1892.

†Died September, 1892.

‡Appointed September, 1892.

REPORT OF THE PRESIDENT.

OFFICE OF THE
McDONOGH EDUCATIONAL FUND AND INSTITUTE,

BALTIMORE, January 1st, 1893.

*To the Honorable the Mayor and
City Council of Baltimore.*

GENTLEMEN :

The Trustees, in making their annual report to your Honorable Body, feel that they have cause to return thanks to Divine Providence for the general good health of the scholars for the past year.

The Board of Trustees have met with a serious loss the past summer in the death of Judge Wm. A. Stewart, who was one of the original members appointed by the Mayor in 1868, when the present organization of the Board was made. He was earnest in his attention to the development of the school, and was always welcomed by the scholars when he addressed them at our annual commencements, and he took a keen interest in their welfare after graduation. The vacancy in the Board caused by his death was filled by the election of Mr. E. Stanley Gary.

The death of our lamented President, Samuel H. Tagart, who had filled the office since the school was organized, was mentioned in our last report to your Honorable Body. Mr. Tagart has by will left his entire estate, after paying some legacies, to the McDonogh Educational Fund and Institute. No one knew better than Mr. Tagart the work the school was doing, and this he emphasized by his grand bequest. The executor has not rendered his final accounts, and we shall not be able in this report to state the value of the bequest.

The school was increased at the commencement of the present scholastic year by the admission of fifteen additional boys, making the whole number one hundred and twenty-five. The one hundred and ten boys of the previous session uncomfortably crowded our dormitory space in the school buildings, and to make room for the fifteen additional boys we have repaired the mansion formerly occupied by Col. Wm. Allan. One of the teachers and his family occupy the house, and have taken twenty-five of the boys in the dormitories, thus relieving our school buildings.

There has been a change in the management of the farm ; Mr. Clousher, who had filled this position since 1881, left us the first of April last, and Mr. John H. Fringer has been appointed in his place. Mr. Fringer is a much younger man than Mr. Clousher, and the trustees feel that the efficiency of the farm will be improved by the change. The garden has furnished vege-

tables and fruit for the school. The past year has not been a favorable one for fruits, except for grapes, of which there was an abundant supply.

The outbuildings of the farm had become very much dilapidated, and were in inconvenient positions for the economical working of the farm. The trustees have carried out the past season a scheme that had been fully discussed in the Board, and have erected barns of sufficient capacity to house all the stock, farm implements and crops. Until the erection of these buildings there had been no place to store the farm tools under cover, and there has been much more deterioration from exposure to the weather than in their use during the year. We feel that these improvements will make a large saving in labor and improve the appearance of the place.

The financial report will show the condition of the fund, which now amounts to \$758,100.00 in interest paying investments, besides our real estate and buildings. The tract of land in the parish of St. James, Louisiana, of 10,000 acres, was sold for \$30,000, for which notes were given secured by mortgage; these notes have matured and have been paid, and the proceeds have been invested in city stocks. In 1859, the commissioners who made the partition between New Orleans and Baltimore, appraised this property at \$75,000, and it was charged to Baltimore at that appraisal. In the report of the former agents (A. D. 1860,) they, however, speak of the tract as "low swamp

land, probably of no great value." We have had offers for some of the property belonging to the tract in the suburbs of the city of New Orleans that have not been satisfactory and have been declined. We feel that this evidence of a movement in real estate in the direction of that belonging to the fund is an indication of an improvement in this property, and we hope that we shall, in the near future, receive satisfactory offers that we can accept.

We are advised by our counsel in New Orleans that the suit against the city of New Orleans, Daniel and other heirs, for an accounting of property, has been decided, and the court has decreed that one-half belongs to the City of Baltimore, and the other half to the city of New Orleans, Daniel and others, in the proportions as stated in the decree. Our counsel has advised us that there would probably be an appeal from this decision, but of this we have not been advised.

We cannot close this report without bearing testimony to the earnest and efficient work that has been done by the principal, teachers and matron of the school.

Yours, very respectfully,

D. L. BARTLETT,

President.

Test: ROBERT H. SMITH,

Secretary.

REPORT OF THE FINANCE COMMITTEE.

BALTIMORE, January 1st, 1893.

*To the Trustees of the McDonogh
Educational Fund and Institute.*

GENTLEMEN :

The following is a statement of Receipts and Disbursements of the McDonogh Fund from January 1st, 1892, to December 31st, 1892.

RECEIPTS.

Cash on hand as shown by last report....	\$ 7,317 73
Interest on City Stocks.....	40,135 50
Interest from Baltimore Trust and Guarantee Company.....	350 90
Interest on Bills Receivable—Weber and Klohr	90 00
From Stone Quarry—Leased.....	282 25
From Treasurer of Barnum Bequest.....	1,224 33
Baltimore Trust and Guarantee Company.	5,447 02
Louisiana Land and Lumber Co., in full..	25,559 71
Sales of Live Stock.....	650 00
Sales of Farm Implements.....	900 00
	\$81,957 44

Receipts brought forward	\$81,957 44
-------------------------------	-------------

DISBURSEMENTS.

Bought \$29,600 Baltimore City 3½ per cent. Stock.....	\$29,990 50	
Commissions in Sale of Land in Louisiana.....	734 63	
Fee to Counsel in New Or- leans—suit Daniel's heirs...	500 00	
Taxes paid on Property in New Orleans, etc.....	163 57	
Insurance on New Barn, Gran- ary, etc., to Nov. 27, '96....	97 92	
W. M. R. R. Transportation...	47 50	
Expenses of the Trust	1,000 60	
Deposit with Baltimore Trust and Guarantee Co.....	5,350 90	
New Balconies, etc.— School Building...\$1,615 68		
Alterations and Re- pairs—Old House..	958 98	
Ice Pond.....	193 05	
New Barn, W a g o n Shed, Water Supply	8,626 55	
On Account of Farm	2,863 27	
On Account of Garden and Orchard.....	252 67	
—————	\$14,510 20	
Amounts carried forward.....	\$52,395 82	\$81,957 44

Receipts brought forward	\$81,957 44
Disbursements brought forward	\$52,395 82
For Expenses of Tui- tion	\$4,949 41
For Expenses of House and Lodging	4,809 58
For Expenses of Sub- sistence	9,313 88
For Expenses of Cloth- ing	3,397 37
For Construction and Repairs	455 53
For Medical Attend- ance	1,166 32
For Library and School Apparatus . .	325 30
For Office Stationery .	52 47
For General Expenses	233 23
	\$24,703 09
For Barnum Wood Shop	\$806 11
For Barnum Printing Office	418 22
	1,224 33
	78,323 24
Balance of Cash on hand	\$ 3,634 20

The following statement shows how the McDonogh Fund is invested, and the present value of the Trust :

BALTIMORE CITY STOCK.

Defence Loan of 1893, interest at 6 per cent., payable March 1st and September 1st	\$210,000 00
Exempt Loan of 1893, interest at 6 per cent., payable March 1st and September 1st	70,000 00
Funding Loan of 1900, interest at 6 per cent., payable January 1st, April 1st, July 1st, and October 1st	85,200 00
Funding Loan of 1916, interest at 5 per cent., payable May 1st and November 1st	310,000 00
Jones' Falls Loan of 1900, interest at 5 per cent., payable February 1st, May 1st, August 1st, and November 1st	30,000 00
City Hall Loan of 1902, interest at 6 per cent., payable January 1st, April 1st, July 1st and October 1st	1,800 00
Amount carried forward....	\$707,000 00

Amount brought forward...	\$707,000 00	
Western Maryland Loan of 1902, interest at 6 per cent., payable January 1st and July 1st.....	1,500 00	
Consolidated Loan of 1930, interest at $3\frac{1}{2}$ per cent., payable January 1st and July 1st.....	31,000 00	
Internal Improvement Loan of 1928, interest at $3\frac{1}{2}$ per cent., payable January 1st and July 1st.....	18,600 00	
		\$758,100 00

THE ZENUS BARNUM BEQUEST.

BALTIMORE, January 1st, 1893.

To the Trustees of the

McDonogh Educational Fund and Institute.

GENTLEMEN :—The undersigned, Treasurer of the fund created by the will of Zenus Barnum, deceased, hereby reports that the Receipts and Disbursements from January 1st, 1892, January 1st, 1893, have been as follows :

RECEIPTS.

Cash on hand as shown by last report.....	\$5,423 59
Ground Rent.....	300 00
Dividends.....	208 80
Coupons Paid.....	2,770 00
Interest on City Stock.....	1,470 00
Interest on Baltimore and Ohio Railroad Preferred Stock.....	150 00
	\$10,322 39

DISBURSEMENTS.

Bought \$5,000 Salem, N. C., 5 per cent. Bonds.....	\$5,004 17
For Box Rent at Baltimore Trust and Guarantee Co.....	35 00
For Expenses of Printing Office...	418 22
For Expenses of Barnum Shops...	806 11
	\$6,263 50
	\$4,058 89

The following is a list of the securities now held for the benefit of this Bequest :

- \$30,000 Baltimore City Stock of 1939, interest at $3\frac{1}{2}$ per cent., payable January 1st and July 1st.
- 7,000 Baltimore City Stock of 1900, interest at 6 per cent., payable quarterly.
- 8,000 Georgia, Carolina and Northern Railroad bonds, due 1929, interest at 5 per cent.
- 6,000 Virginia and Tennessee Railroad Bonds, due 1900, interest at 8 per cent.
- 6,000 Georgia Pacific Railroad Bonds, due 1922, interest at 6 per cent.
- 5,000 Ohio and Mississippi Railroad Bonds, Springfield Division, due 1905, interest at 7 per cent.
- 5,000 Louisville, Evansville and St. Louis Railroad Bonds, due 1939, interest at 5 per cent.
- 5,000 City of Lynchburg Bonds, due 1916, interest at 5 per cent.
- 5,000 Town of Salem, N. C., Bonds, interest at 5 per cent.
- 3,000 Western Maryland Railroad Bonds, Guaranteed, due 1900, interest at 6 per cent.
- 3,000 Northern Central Railroad Bonds, due 1900, interest at 6 per cent.
- 1,000 Pittsburgh and Connellsville Railroad Bonds, due 1898, interest at 7 per cent.
- 80 Shares Maryland Fire Insurance Company Stock, par \$5.

25 Shares Baltimore and Ohio Preferred Stock,
par \$100.

60 Shares Firemen's Insurance Company of Baltimore Stock, par \$18.

6 Shares Girard Fire and Marine Insurance Company of Philadelphia Stock, par \$100.

In addition to the stocks and bonds above enumerated, the Trust owns a sub-ground rent on property on Fort Avenue, Baltimore, yielding \$300 per annum.

Respectfully,

D. L. BARTLETT,

Treasurer.

ANNUAL REPORT

— OF THE —

HEALTH DEPARTMENT

— TO THE —

MAYOR AND CITY COUNCIL OF BALTIMORE,

— FOR THE —

Fiscal Year Ending December 31st, 1892.

OFFICERS AND EMPLOYEES
— OF THE —
BOARD OF HEALTH OF THE CITY AND PORT OF BALTIMORE
FOR THE YEAR 1892.

— BOARD OF HEALTH. —

HON. F. C. LATROBE, Mayor,
Member ex-officio.

JAMES F. McSHANE, M. D.,
President, Commissioner of Health, and Registrar.

H. L. SPICER, M. D.,
Assistant Commissioner of Health.

A. ROBERT CARTER,
Secretary of the Board of Health.

GEORGE C. VANSANT,
Assistant Secretary of the Board of Health.

SIDNEY O. HEISKELL, M. D.,
Resident Physician at the Quarantine Hospital of the Port of Baltimore.

JAMES D. STIDHAM, *Inspector of Plumbing.*

DENNIS HEALY, *Inspector of Drains.*

V. BURGESS HINES, *Permit Clerk.*

HARRY C. ANDREWS, *Nuisance Clerk.*

JOHN T. SCHROEDER, *Clerk to Registrar.*

JOHN T. NOLAN, *Recorder of Births.*

MONTGOMERY LAWRENCE,
Assistant Permit and Assistant Registrar's Clerk.

Sanitary Inspectors :

JOSEPH V. FITZPATRICK, HENRY M. McKEWEN,

JOHN E. DURDING, JOHN LONG,

JOHN M. DEGOEY, GEORGE N. LEWIS,

R. T. PENNINGTON.

Superintendents of Sewers :

HENRY PAFF, *Eastern Dist.* MARK F. GORMAN, *Western Dist.*

Superintendents of Public Cemeteries :

GEORGE RINEHART, *Eastern.* GEORGE E. BROWN, *Western.*

Superintendents of Night Soil Dumps :

JOHN QUINN, *Superintendent No. 1, Foley's Wharf.*

CHARLES F. RINGOLD, *Superintendent No. 2, Winans' Wharf.*

JAMES E. KING, *Assistant Superintendent No. 2, Winans' Wharf.*

ERNEST TSCHUDY, *Detective.* SAMUEL RUSSELL, *Messenger.*

W. H. MURPHY, *Keeper of the Morgue.* M. A. MALONEY, *Disinfecter.*

CITY ANNEX.

Sanitary Inspectors :

D. S. WILLIAMS, M. D., GEO. W. PHILLIPS, *Twenty-first Ward.*

R. E. LEE HALL, M. D., J. C. LEGRAND COLE, *Twenty-second Ward.*

VACCINE PHYSICIANS.

First Ward :

WM. H. SCHWATKA, M. D., 2429 Lancaster street.

Second Ward :

N. L. DASHIELL, JR., M. D., 700 South Broadway.

Third Ward :

WM. H. JOHNSON, M. D., 1916 East Pratt street.

Fourth Ward :

C. F. MAGUIRE, M. D., 4 South Exeter street.

Fifth Ward :

ARTHUR WEGEFARTH, M. D., 805 Aisquith street.

Sixth Ward :

F. A. SAUER, M. D., 439 North Central avenue.

Seventh Ward :

G. H. CHABOT, M. D., 1111 East Preston street.

Eighth Ward :

J. B. SAUNDERS, M. D., 819 East Chase street.

Ninth Ward :

ELLIS MICHEAU, M. D., 407 South Sharp street.

Tenth Ward :

AUGUST HORN, M. D., 697 West Mulberry street.

Eleventh Ward :

J. A. GILLISS, M. D., 437 West Biddle street.

Twelfth Ward :

T. P. McCORMICK, M. D., 1421 Eutaw Place.

Thirteenth Ward :

WM. WOLF, M. D., 658 West German street.

Fourteenth Ward :

J. C. WUNDER, M. D., 1075 West Fayette street.

Fifteenth Ward :

WM. B. BURCH, M. D., 509 Hanover street.

Sixteenth Ward :

JOS. BLUM, M. D., 641 Columbia avenue.

Seventeenth Ward :

HENRY STARK, M. D., 1110 Hanover street.

Eighteenth Ward :

HARRY BOYD, M. D., 677 Columbia avenue.

Nineteenth Ward :

JOHN W. LINTHICUM, M. D., 1327 West Fayette street.

Twentieth Ward :

ALEX. L. HODGDON, M. D., 1235 Lafayette avenue.

CITY ANNEX.

Twenty-first Ward :

W. A. DUVALL, M. D., 2803 Rayner avenue.

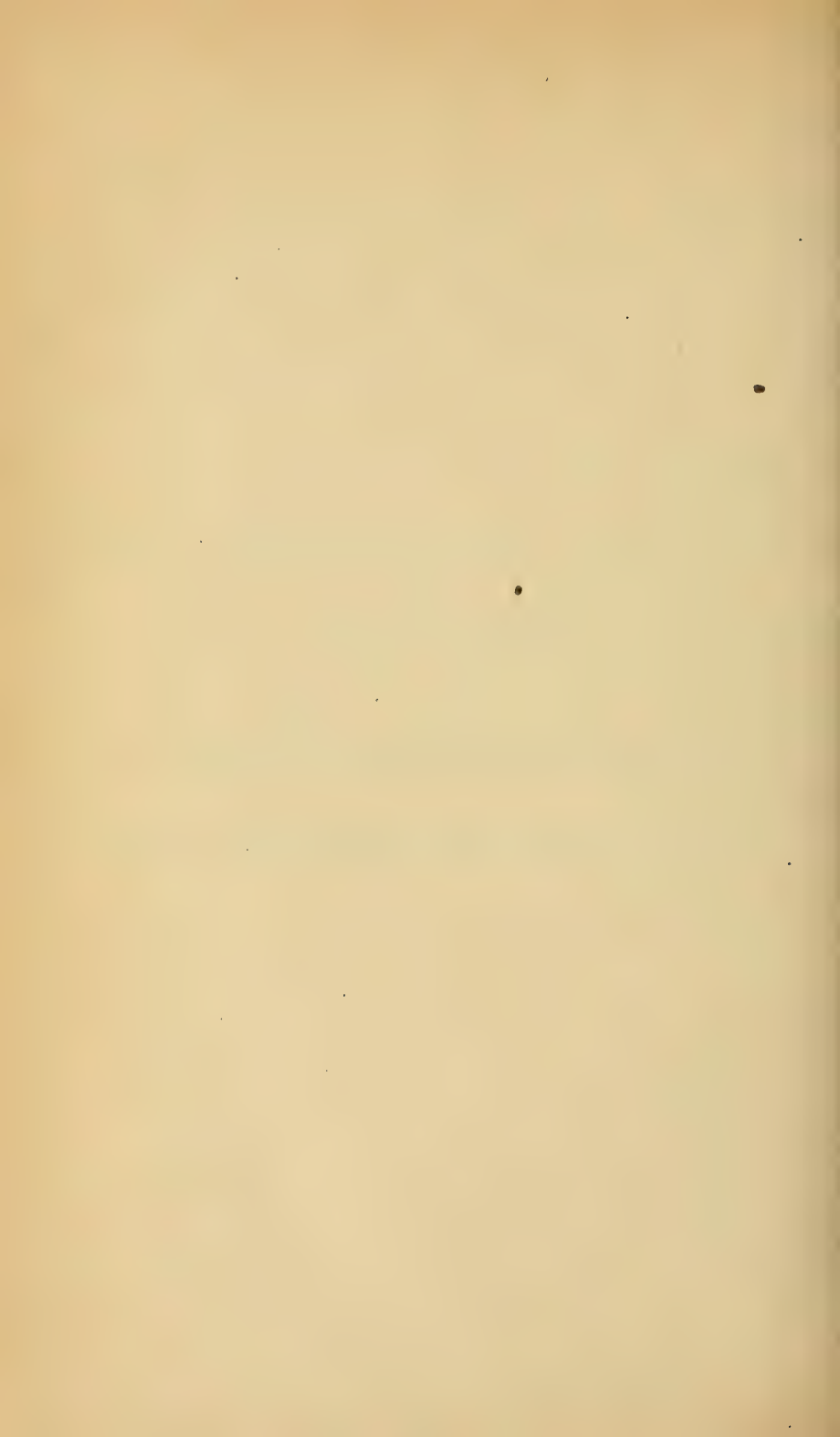
Twenty-second Ward :

H. G. PRENTISS, M. D., 809 Gorsuch avenue.

RÉPORT

— OF THE —

COMMISSIONER OF HEALTH.



REPORT.

BALTIMORE, January 3d, 1893.

*To the Honorable Mayor and
City Council of Baltimore.*

GENTLEMEN :

I herewith transmit the report of this department for the year ending December 31st, 1892.

The number of deaths reported during the year was 10,582, an increase of 509 over the preceding year. The population, according to the police census of 1890, was 455,427, and the death rate based upon this was 23.25 per thousand.

The prevalence of epidemic influenza in the early months of the year, directly and indirectly caused a large mortality. It exerted a great influence upon other diseases of the respiratory organs, and served as a cause of death in many other diseases and cases of debility. Having no accurate record of the prevalence of this disease, as it is not required by law to be reported, from inquiries made of physicians and reports from other sources, it was not quite as prevalent as in the preceding two years, but its results seem to have been of a more serious nature.

ACUTE INFECTIOUS DISEASES.

The diseases referred to are those required to be reported, viz: measles, scarlet fever, diphtheria, croup, whooping cough and small-pox.

Measles. The number of cases of measles reported during the year was 3,656, an increase of 3,419 over 1891. The number of deaths resulting from measles was 120, an excess of 104 over 1891.

Scarlet Fever. The number of cases of scarlet fever reported during the year was 2,713, an increase of 1,341 over 1891. The number of deaths resulting from scarlet fever was 258, an excess of 130 over 1891.

Diphtheria. The number of cases reported during the year was 753, a decrease of 65, as compared with 1891. The number of deaths resulting from diphtheria was 381, an excess of 31 over 1891.

Croup. The number of cases reported during the year was 243, an increase of 30 over 1891. The number of deaths resulting from croup was 47, an excess of 3 over the preceding year.

Whooping Cough. The number of cases reported during the year was 94, a decrease of 168 as compared with 1891. The number of deaths resulting from whooping cough was 32, a decrease of 71 as compared with 1891.

Small-pox. The number of cases reported during the year was 16. No deaths occurred in the City from this cause.

Typhoid Fever. The number of deaths reported from this cause was 193, an increase of 43 over the preceding year.

Consumption. The deaths from consumption numbered 1,127, an increase of 54 as compared with 1891.

Pneumonia. The number of deaths from pneumonia was 818, a decrease of 159 as compared with 1891.

Cholera Infantum. 661 deaths were reported from this cause, an excess of 130 over that of 1891.

The total number of deaths from zymotic diseases, including among these consumption and pneumonia, was 4,226, or 39.08 per cent. of the total deaths from all causes, an increase of 338, or 0.49 per cent., as compared with the preceding year.

Glanders. A case of this disease was reported to this office on November 3d, 1892, by Drs. C. L. Buddenbohn and L. McLane Tiffany. I visited the case on the following morning, and after careful examination coincided in the opinion of the medical gentlemen in attendance, but in order to be more fully assured of the correctness of the diagnosis, upon request, Dr. Simon Flexner, of Johns Hopkins Hospital, kindly made cultures from the contents of the pustules on

patient. The cultures made therefrom, demonstrated positively the infection, and subsequent inoculation of the guinea pig from same source fully corroborated the diagnosis. The patient died on November 5th. A post mortem was made by Dr. N. G. Kierle, which further verified the diagnosis.

REPORTS OF INFECTIOUS DISEASES.

The number of cases of infectious diseases reported during the year was 7,475. Measles, scarlet fever, diphtheria and croup show a tendency to epidemicity, there being a large increase over many preceding years. Every house in which a case of infectious disease was reported was inspected by an officer of this department with reference to unsanitary conditions. I regret to state in many instances the reports show that the medical attendants neglected to take ordinary precautions to prevent the spread of the disease. I also have reason to believe that there have been more cases in the City than have been reported, and in which the neglect to report was intentional and their location wilfully withheld. Insufficient evidence prevented prosecutions for violations of the law.

That these and all other contagious and infectious diseases are spread greatly by failure to employ proper restrictive measures is the opinion of every sanitarian, and that schools are a common source for their dissemination cannot be controverted. From investigations made, children have been found in attendance

upon the public and private schools from infected houses. This is most reprehensible, and due to the carelessness and indifference of parents, or, although having no direct proofs, I have reason to think has been done with the connivance of the attendant, who failed to insist upon their exclusion.

The work of disinfecting and fumigating premises in which infectious diseases existed has been carefully performed by the officer charged with this duty. In addition to this work, 13,690 pieces of bedding, clothing, etc., were disinfectcd.

BIRTHS.

The total number of births was 9,434, of which 8,087 were white, and 1,347 colored. The proper registration of births is a matter of serious import, and the failure to comply with the law and recognize the importance of this branch of statistical information, particularly by physicians, is a matter of deep regret.

CHOLERA.

A great deal of alarming and unnecessary verbiage has been indulged in on this subject during the past few months, and as a result the feelings of the community had been excited to a degree almost approaching a panic. Happily the apprehensions and fears have been allayed for a time. No matter how grave our fears may be of the possible approach of this dread disease, it behooves every one to enter into its

consideration calmly, dispassionately and practically. There is no necessity for alarmists to cry out that the appearance of cholera means the extermination of the people. Should we be unfortunate enough to have introduced into our City a case, it will be dealt with in accordance with the requirements of law and common sense. Whilst our preparations may not be as great as may be desired, yet they are sufficiently extensive to relieve the public mind and restrict the dread scourge.

In June last, after careful study of the past history of cholera and its introduction into Europe and America, and seeing the possibility of its pursuing the same course this or next year, I requested the Marshal of Police to have inspected all houses, particularly tenements and lodging houses. This was promptly done, and all places in need of cleaning and white-washing were carefully examined, and the owner or lessee notified to place their respective premises in a cleanly condition. Later, when the disease made its appearance in the harbor of a sister city, upon a request made to His Honor the Mayor, the various departments of the City government exercising control over the public thoroughfares, were by his direction urged to greater efforts. The Street Cleaning Department force was increased and greater energy displayed in cleaning up. The work was fairly done, and the same efforts should be continued, so as to be prepared during the ensuing year for any possible onslaught. The streets may not be as clean as desired, but to do

this work thoroughly requires the expenditure of a large amount of money and more frequent sweeping.

The Police Department was again requested to make house to house visitations and report all premises in a state of nuisance or requiring the abatement of any evil existing thereon. This work was faithfully and diligently performed. 14,059 reports were made, principally against privies, yards, cellars, alleys, lots, etc. In addition, the sanitary inspectors examined and reported upon 2,846 complaints, making a total of 16,905 investigations. Upon these notices were issued to abate, and it is indeed a source of great gratification to report that of this large number but few comparatively of our citizens failed to comply, it being necessary to institute legal proceedings against sixty only for non-compliance.

Permission was granted by His Honor the Mayor to increase the force of laborers in this department, and the sewers, inlets and covered gutters were cleaned and disinfected. In the urban portions, ditches were cleaned, water-courses opened, stagnant pools drained and filled, and disinfectants liberally distributed. Men were employed in removing animal and vegetable debris floating in the docks and basin. In addition to the rigid quarantine regulations, which were firmly enforced by the officers in charge, arrangements were made by this department with the agents of the various steamship companies carrying immigrants, to thoroughly disinfect with steam all baggage, bedding,

etc., on board ships before arrival. This order was strictly carried out with the co-operation and aid of the Customs authorities.

An invitation was extended to the Commissioner of Health by Dr. Walter Wyman, Supervising Surgeon-General of the United States Marine Hospital Service, to a conference on the subject of quarantine at this port. After a careful survey of the situation, arrangements were perfected whereby there should be joint action between the Marine Hospital Service, the Collector of the Port and the Health Department. The arrangements were most harmoniously carried out.

In order to avoid its possible introduction by land, arrangements were made with the railroad companies in the event of any passenger being taken ill on the cars with any malady simulating cholera, immediate notice by telegraph must be sent to the Health authorities; the car side-tracked before reaching the City, and every precaution taken to prevent its probable introduction or spread. Much more might be said and more is required to be done, but that which remains to be accomplished can be done readily by every public-spirited citizen co-operating with this department in its endeavors to improve the public health.

WATER SUPPLY.

Complaints having been made to this department of the possible pollution of the water of Lake Roland and its tributaries, by the drainage from villages and

farm houses situated along the water shed supplying said lake, investigations were instituted during the months of October and November, and methods adopted to abate such conditions as might possibly be a source of contamination.

Samples of water were taken from the streams supplying Lake Roland, viz.: Bush's Run, Towson Run, Roland Run and Jones' Falls, and submitted to Professor P. B. Wilson for analysis. Whilst the reports of the chemist show no cause for anxiety at present, nevertheless I am convinced that it is highly important to adopt measures looking to the future preservation of the purity of the present supply from pollution.

The land adjacent to these streams is being rapidly built upon and the increased population necessarily augments the danger of pollution. Large deposits of silt and decaying vegetable matter have collected in the lake and its tributaries and their prompt removal is imperative. This can only be accomplished by thorough dredging.

Provision should be made for the chemical and biological examination of our water supplies at least once a month, and the data thus obtained will furnish information of incalculable value in determining contamination from any source.

THE INDIGENT INSANE.

It is a lamentable fact that the provisions made for the care of the indigent insane are wholly inadequate,

and not in accordance with the progressive requirements of the period. The state of affairs at the municipal asylum at Bay View is sad indeed. Overcrowded; unprovided with means of segregation; acute and chronic, young and old, feeble-minded, etc., are huddled together, to their physical and moral detriment. A large percentage of acute curable cases, who with modern methods might be restored to the community as useful citizens, lapse into chronic ones in consequence of this lack of proper facilities for care and treatment. The incarceration of feeble-minded children in such an institution is in contrariety to all moral and humane considerations, and their removal to more salutary surroundings should be undertaken. Unpleasant as the statement may be, it is an all-important one to consider, because of the benefits that will accrue from a careful consideration of the subject. I can only hope by calling attention to the needs of this unfortunate class to prepare the way for advice from those who have given this subject more study.

HOSPITAL FOR INFECTIOUS DISEASES.

The public are deeply interested in right action for the protection of health. What has been done in the past to protect the public health has been carried out from entirely too narrow a point of view. Laws to prevent and restrict diseases of an infectious character, and officials selected to enforce such legislation, are not able to give as satisfactory service as is demanded, if nothing more is provided. The want of

facilities for treating persons sick with infectious diseases, living in overcrowded apartments, hotels, lodging and boarding houses, is too apparent to need lengthy recital. The means provided are absolutely of no value, and this department is placed in an unenviable position in consequence of its inability to meet such requirements. Experience has demonstrated the importance of being provided with a properly constructed hospital for the isolation and treatment of such diseases. A health department unprovided with an establishment of this character fails to fulfil one of the great purposes for which it was instituted. The erection of such a structure is most urgent, and I know of no subject to be submitted to your consideration which demands greater attention.

DISINFECTION.

I would also respectfully urge the importance of placing in the hands of this department, a more effectual method of dealing with bedding, clothing and other effects contaminated by contact or exposure to communicable diseases.

The present methods are insufficient and frequently ineffective. Steam has been demonstrated to be the most potent germicide, and vastly superior to and more reliable than any other known disinfectant. The practical application of this method in securing greater immunity from the spread of pestilential germs is universally accepted.

The construction of a steam disinfecting plant is a necessity, and will at least afford, if not perfect security to the public health, a stronger guarantee than the present methods.

VACCINATION.

The work of the Vaccine Physicians is shown in detail in Table G.

It is a source of great gratification to find the work performed by these officers exceeds that of any year, except an epidemic one, in the history of this department. This good work could only be accomplished by the increased force given this department, for which we are truly grateful.

It is a recognized fact that vaccination is the only sure and safe protection from small-pox, and it is the desire of this Board to have all unprotected persons in the community advised of the importance and necessity of making use of this greatest of protective agents. The virus furnished the vaccine physicians is strictly pure and fresh (bovine), and no one should fail to avail himself of its protective influence.

DISPOSAL OF EXCRETA.

The disposal of excreta is a problem that demands earnest consideration. As the City grows larger and the population increases, the menace to health from the continued storing of fecal matter in privies and

cesspools becomes constantly more dangerous. If these conditions are allowed to continue there can be no doubt that we may yet suffer some severe epidemic from this neglect.

Few people have an adequate idea of the extent and magnitude of soil pollution due to imperfectly constructed, leaky and overflowing privies. A careful analysis of the various complaints received by this department will show that seventy-five per cent. are based on nuisances caused by the presence of privy pits. The major portion of them are filthy, unsanitary, threatening and positively dangerous. Their imperfect construction causes soil and atmospheric pollution, and the present methods of construction are a menace to the public health. Pending the possible investigation and adoption of a better method of disposal of excreta, etc., measures should be taken to compel improvements in their mode of construction.

The promiscuous dumping of animal and vegetable refuse or garbage upon low lands for filling, cannot be too strongly deprecated or condemned. The present ordinances on this subject should be so amended as to prevent all such dumping in the future.

THE SALE OF UNWHOLESOME FOOD.

Attention is again called to the necessity of specific legal enactments to prevent the sale of unwholesome and adulterated food products. I take the liberty of

suggesting that the City Council obtain from the General Assembly the necessary authority to enact such laws.

INSPECTOR OF PLUMBING.

The report of the Inspector of Plumbing shows an increase in the work performed over the preceding year.

THE MORGUE.

The following report of the Keeper shows the number of dead bodies received and the disposition made of them :

Bodies received.....	124
Males 106 ; Females 18. White 99 ; Colored 25.	
Buried by relatives or friends.....	82
Buried by the City.....	42
Number of bodies identified.....	115
Number of bodies unidentified.....	9
Number of post mortems made at Morgue.....	14

The utility of this institution has been demonstrated, and its capacity on several occasions has been insufficient to accommodate the numbers sent there. An appropriation of twelve hundred dollars (\$1,200) is most respectfully asked for to double its present capacity.

MEDICAL EXAMINERS' REPORT.

The report of the Medical Examiners show that eighty-six post mortems were made during the year.

REPORT OF THE ASSISTANT COMMISSIONER OF HEALTH.

The report of Dr. H. L. Spicer, Assistant Commissioner of Health, shows in detail the work performed by the respective divisions of this department.

The following estimates for the expenses of the Health Department for the year 1893, have been carefully made up, and are based upon the experience of absolute necessities:

Salaries	\$39,200 00
General Health	18,000 00
Nuisances and Sewers.....	16,000 00
Post Mortems.....	1,500 00
Quarantine Hospital.....	20,000 00
Removing Filth from Docks	5,000 00
Removing Canning House Refuse.....	5,000 00
	\$104,700 00

CITY ANNEX.

Salaries	\$3,800 00
Nuisances and Sewers	2,500 00
	\$6,300 00

Acknowledgment is due every officer of this department for the faithful and intelligent aid given, and the zealous manner in which they have performed the duties assigned them.

The thanks of this department are especially due Doctors William H. Welch, Henry Hurd and Simon Flexner, of the Johns Hopkins Hospital, and Dr. N. G. Kierle, Medical Examiner, for the many kind favors conferred.

In conclusion, I desire to express to the officers of the Police Department, the Medical Profession, the Press, and the citizens in general, my sincere thanks for their courtesies during the past year, and an earnest hope that they will be continued in the future.

Very respectfully,

Your obedient servant,

JAMES F. McSHANE,

Commissioner of Health and Registrar.

TABLES.

VITAL STATISTICS OF THE CITY OF BALTIMORE,

FOR THE YEAR 1892.

Population by Police Census, whites.....	384,394	
“ “ “ “ colored.....	71,033	
Total.....	455,427	
Marriages, 4,485. Rate per 1,000 of population.....	9.85	
Births (reported), white males.....	4,154	
“ “ “ females.....	3,933	
Total white.....	8,087	
“ “ “ colored males.....	701	
“ “ “ females.....	646	
Total colored.....	1,347	
Total males.....	4,855	
“ females.....	4,579	
Grand total.....	9,434	
Birth rate per 1,000, white population.....	21.06	
“ “ “ colored “.....	19.00	
“ “ “ whole “.....	20.73	
Still births, 813.		
Total mortality, native white males.....	3,350	
“ “ “ “ females.....	3,181	
Total.....	6,531	
Total mortality, foreign white males.....	951	
“ “ “ “ females.....	879	
Total.....	1,830	
Total mortality, colored males.....	1,105	
“ “ “ “ females.....	1,116	
Total.....	2,221	
Total males.....	5,406	
“ females.....	5,176	
Grand total.....	10,582	
Annual death rate per 1,000 white population.....	21.77	
“ “ “ “ colored “.....	29.86	
“ “ “ “ whole “.....	23.25	

VITAL STATISTICS—Continued.

Total number of deaths from Measles.....	120
“ “ “ “ Scarlet fever.....	258
“ “ “ “ Diphtheria.....	381
“ “ “ “ Croup.....	47
“ “ “ “ Whooping cough.....	32
“ “ “ “ Typhoid fever.....	193
“ “ “ “ Typho malarial fever.....	33
“ “ “ “ Cerebro spinal fever.....	38
“ “ “ “ Diarrhœa.....	121
“ “ “ “ Dysentery.....	109
“ “ “ “ Cholera infantum.....	661
“ “ “ “ Cholera morbus.....	29
“ “ “ “ Consumption.....	1127
“ “ “ “ Pneumonia.....	818
“ “ “ “ Bronchitis.....	275
“ “ “ “ Influenza.....	190
“ “ “ “ Bright's disease.....	197
“ “ “ “ Cancer.....	232
“ “ “ “ Disease of heart.....	442
“ “ “ “ Sun stroke.....	122
“ “ “ “ Pernicious anæmia.....	5
“ “ “ “ Appendicitis.....	8
“ “ “ “ Illuminating gas.....	1
“ “ “ “ Accidents.....	152

TOTAL NUMBER OF DEATHS FROM ABNORMAL CONDITIONS CONNECTED
WITH PARTURITION.

Puerperal fever.....	11
“ convulsions.....	15
“ peritonitis.....	26
“ septicæmia.....	17
Child birth.....	31
Abortion.....	3
Hemorrhage of uterus.....	7
“ post partem.....	4
“ placenta prævia.....	1
Total mortality under 5 years of age.....	4,443

VITAL STATISTICS—Concluded.

Percentage to total mortality	41.98
Total mortality zymotic diseases.....	2,281
Percentage to total mortality.....	21.55
Total mortality diarrhœal diseases under 5 years.....	1,091
All ages.....	1,345

DEATHS IN PUBLIC INSTITUTIONS.

Baltimore City Jail.....	4
Penitentiary.....	20
Hospitals and asylums.....	968
Total.....	992
Deaths reported by Coroners, including inquests.....	684
Total autopsies.....	82
Bodies received at City Morgue.....	124

A. R. CARTER,

Secretary Board of Health.

BALTIMORE, December 31st, 1892.

TABLE A.

Wards.	Population.	Total deaths.	Death rate per 1000.	Dwellings.
First	23,474	536	23.30	4,235
Second	19,415	577	30.37	2,511
Third	16,318	360	22.50	2,770
Fourth	16,400	309	19.31	2,821
Fifth	15,670	345	21.56	2,864
Sixth	28,145	788	28.14	5,541
Seventh	25,739	575	22.11	5,832
Eighth	26,682	571	21.15	4,740
Ninth	16,882	521	30.64	2,154
Tenth	16,147	335	20.94	2,654
Eleventh	21,269	467	22.24	3,821
Twelfth	25,426	556	22.24	5,595
Thirteenth	15,026	415	27.66	2,571
Fourteenth	18,062	402	22.33	3,402
Fifteenth	15,141	344	22.93	2,392
Sixteenth	14,838	371	24.73	2,533
Seventeenth	26,483	637	24.50	4,291
Eighteenth	27,487	649	24.03	5,218
Nineteenth	25,458	537	21.48	4,083
Twentieth	20,610	493	23.66	4,871
Twenty-first	16,428	323	20.19	3,334
Twenty-second	24,327	471	19.62	5,375
	455,427	10,582	23.25	84,247

A. R. CARTER, *Secretary Board of Health.*

TABLE B.

Showing the Annual Mortality for eighteen years, 1875—1892 (inclusive.)
Also Deaths by Suicides, Males and Females, White and Colored.

Years.	Total Mortality.	Total Mortality.		Total Suicides.	Suicides, Whites.		Suicides, Colored.	
		Whites.	Col'rd.		M.	F.	M.	F.
1875	7,317	5,791	1,526	21	14	7	....	....
1876	7,382	5,713	1,669	15	12	3	....	....
1877	7,936	6,085	1,851	19	16	3	....	....
1878	6,733	5,159	1,574	21	16	5	....	....
1879	7,618	5,883	1,735	15	13	2	....	....
1880	8,043	6,170	1,873	18	12	6	....	....
1881	8,816	6,719	2,097	23	19	4	....	....
1882	8,923	6,878	2,045	30	28	2	....	....
1883	9,380	7,125	2,255	26	17	9	....	....
1884	8,293	6,398	1,895	20	18	1	1	....
1885	8,153	6,324	1,829	28	24	4	....	....
1886	8,339	6,477	1,862	31	29	1	1	....
1887	8,372	6,380	1,992	43	38	3	2	....
1888	8,936	6,894	2,042	35	29	5	....	1
1889	8,703	6,819	1,884	32	29	3	....	....
1890	10,198	8,026	2,172	25	19	6	....	....
1891	10,073	7,838	2,235	39	27	10	1	1
1892	10,582	8,361	2,221	48	34	13	....	1
153,797		119,040	34,757	489	394	87	5	3

A. R. CARTER, *Secretary Board of Health.*

TABLE C.

Showing the Mortality from Consumption, as compared with the Total Mortality from all causes, White and Colored, Males and Females, for the year 1892. Also for a period of eighteen years, 1875—1892 (inclusive).

	1892.	Ratio to Total Mortality.
Total mortality from all causes, white males, 4,301; from consumption, 388.....		9.00
Total mortality from all causes, white females, 4,060; from consumption, 392.....		9.65
Total mortality from all causes, colored males, 1,105; from consumption, 173.....		15.66
Total mortality from all causes, colored females, 1,116; from consumption, 174.....		15.59
Total mortality from all causes combined, 10,- 582; from consumption, 1,127.....		10.65
<i>Total Mortality for Eighteen Years, 1875-1892 (inclusive.)</i>		
Total mortality from all causes, white males, 60,485; from consumption, 7,211.....		11.92
Total mortality from all causes, white females, 58,194; from consumption, 7,591.....		13.04
Total mortality from all causes, colored males, 16,813; from consumption, 2,776.....		16.51
Total mortality from all causes, colored females, 18,096; from consumption, 3,351.....		18.52
Total mortality from all causes combined, 153,- 588; from consumption, 20,929.....		13.69

A. R. CARTER, *Secretary Board of Health.*

TABLE D.

Showing the Mortality from Typhoid Fever, Males and Females, White and Colored, for Eighteen Years,
1875—1892 (inclusive).

	White Males.	White Females.	Colored Males.	Colored Females.	Combined Males.	Combined Females.	Total.
Averaging.....	1,369 76	1,102 61	276 15	304 17	1,645 91	1,406 78	3,051 169
Mortality, 1892.....	84	79	16	14	100	93	193

A. R. CARTER, *Secretary Board of Health.*

TABLE E.

Showing the Total Annual Mortality, from All Causes in the City Baltimore during a period of thirteen years, 1880—1892 (inclusive), Native Whites, Foreign Whites, Colored.

Year.	Mortality Native Whites.	Mortality Foreign Whites.	Mortality Colored.	Mortality Total.	Remarks.
1880.....	4,894	1,276	1,873	8,043	{ Population U. S. Census, 332,313 “ Police “ 393,796
1881.....	5,353	1,366	2,097	8,816	Deaths from Small pox..... 551
1882.....	5,435	1,443	2,045	8,923	“ “ “ “ “ 633
1883.....	5,744	1,381	2,255	9,380	“ “ “ “ “ 1
1884.....	5,081	1,317	1,895	8,293	“ “ “ “ “
1885.....	4,901	1,423	1,829	8,153	“ “ “ “ “ 1
1886.....	5,141	1,336	1,862	8,339	“ “ “ “ “
1887.....	4,922	1,458	1,992	8,372	
1888.....	5,355	1,539	2,042	8,936	
1889.....	5,342	1,477	1,884	8,703	
1890.....	6,354	1,672	2,172	10,198	{ Population U. S. Census, 434,439 “ Police “ 455,427

1891	5,968	1,870	2,235	10,073
1892	6,531	1,830	2,221	10,582
Totals	71,021	19,388	26,402	116,811
Yearly average	5,461	1,491	2,031	8,985
Percentage to Total Mor-				
talidity	60.	17.	23.	.....

A. R. CARTER, *Secretary Board of Health.*

TABLE F.

Total Number of Deaths Annually in each Ward, 1st to 20th Ward, inclusive, 12 years; 21st and 23d Wards being City Annex 4 years 7 months.

Wards.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Totals.	Yearly Average
1st...	668	689	586	468	464	437	465	471	441	647	516	536	6,388	562
2d.. ..	489	636	688	493	436	441	427	472	391	464	479	577	5,993	500
3d.. ..	336	421	531	416	424	419	337	376	351	372	363	360	4,706	392
4th...	226	310	390	332	341	334	360	355	293	377	375	309	4,002	334
5th...	354	404	456	363	313	341	323	350	320	349	394	345	4,312	359
6th..	429	447	535	470	450	484	489	538	539	708	717	788	6,594	550
7th...	748	562	454	439	446	467	458	480	448	570	575	575	6,222	519
8th...	308	333	421	375	436	429	454	475	472	525	470	571	5,269	439
9th...	332	430	437	362	398	392	368	388	399	486	535	521	5,048	420
10th..	202	343	406	389	350	377	329	319	273	320	335	335	3,978	332
11th..	225	345	370	292	302	358	369	332	389	385	481	467	4,315	360
12th..	293	442	539	499	477	494	534	592	532	625	629	556	6,212	518
13th..	273	425	447	430	441	360	352	361	333	354	364	415	4,555	379
14th..	336	326	359	391	414	451	399	418	382	380	373	402	4,631	386
15th..	451	515	525	490	474	409	446	387	367	339	328	344	5,075	423

16th..	599	416	445	399	386	335	339	317	304	320	319	371	4,550	388
17th..	598	537	509	472	413	482	518	459	505	580	588	637	6,298	525
18th..	679	527	491	395	413	471	480	540	451	653	562	649	6,311	526
19th..	735	480	440	438	419	467	468	454	461	523	508	537	5,930	494
20th..	535	335	351	380	356	391	457	440	384	488	461	493	5,071	423
21st..	.....	.....	.....	.....	.....	.....	.....	*199	273	283	270	323	4 1/2 1,348 1,960 Ts.	294
22d..	.....	.....	.....	.....	.....	.....	.....	*213	395	450	431	471		428
Totals	8,816	8,923	9,380	8,293	8,153	8,339	8,372	8,936	8,703	10,198	10,073	10,582	108,768	

*Annexed to City, June, 1888.

Total Mortality for 12 years, 1st to 20th Wards (inclusive) 105,460, averaging 8,788 annually.
 Total Mortality for 4^{1/2} years, 21st and 22d Wards (inclusive) 3,308, averaging 724 annually.

Total Mortality.....108,768

A. R. CARTER, *Secretary Board of Health.*

TABLE G.

Baltimore's Longevity during Year 1892.

	Decedents between	70 and 98 years.	Total years	36,576, averaging	81 years and 5 months.
449 White Male	"	70 and 102	"	45,868,	77 " 8
590 White Female	"	70 and 95	"	2,769,	74 " 10
37 Colored Male	"	70 and 134	"	6,960,	78 " 2
89 Colored Female					— " —
1,165 Decedents.			Total years 92,173	"	79 " 1 month.

A. R. CARTER, *Secretary Board of Health.*

Meteorological Summary for the Year 1892,

FROM U. S. WEATHER BUREAU RECORDS.

PRESSURE.

Mean Barometer.....	20.88 inches,	.18 below normal.
Highest " 	30.53 "	on February 17th.
Lowest " 	29.10 "	on January 6th.
Range of " 	1.43 "	

TEMPERATURE.

Mean Temperature.....	54.1 degrees,	1.4 below normal.
Highest " 	99 "	on July 26th.
Lowest " 	12 "	on January 17th.
Mean Winter (1891 and 1892) Temperature,	37.4 degrees,	.5 degrees below that of 1890 and 1891, and 1.9 degrees above normal.
Mean Spring Temperature.....	50.8 degrees,	2.5 below normal.
" Summer " 	76.2 "	.4 above "
" Autumn " 	55.3 "	1.7 below "
" Temperature of December.....	33.4 "	10.3 degrees below the Mean Temperature of December, 1891, and 3.6 degrees below the normal.

PRECIPITATION.

Total Precipitation during the year, 45.05 inches, 1.98 inches above the normal. Number of days on which rain or snow fell, 129. Greatest monthly precipitation, 7.20 inches, in March. Least monthly precipitation, .26 inches, in October.

WINDS.

Prevailing direction, northwest.
 Highest velocity, 42 miles per hour, from northwest, on March 10th, southwest, on June 27th, and northeast, on November 15th.
 Mean velocity, 7.9 miles per hour.
 Total movement, 69,555 miles.
 First heavy frost in Autumn, October 31st.
 Last snow of season, 1891 and 1892, April 15th.
 First snow of season, 1891 and 1892, November 9th.
 Mean relative humidity, 73 per cent.

C. P. CRONK, M. D.,

Observer, Weather Bureau.

Actual Mortality for the Month of January, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Abortion.....	.....	1	.....	.....
Anæmia Pernicious.....	1	.....	.....	.....
Angina Pectoris.....	2	.....	.....	.....
Aneurism of Aorta.....	.....	.....	1	.....
Apoplexy.....	6	8	.....	1
Asphyxia.....	.....	1	1	.....
Asthma.....	3	2	.....	1
Asthenia.....	1	1	.....	2
Atelectasis Pulmonum.....	1	1	.....	.....
Bright's Disease.....	9	4	1	2
Burns.....	.....	3	.....	1
Carbuncle.....	1	.....	.....	.....
Capillary Bronchitis.....	6	1	2	4
Cancer of Stomach.....	1	1	.....	.....
“ Rectum.....	.....	1	.....	.....
“ Pelvis.....	.....	1	.....	.....
“ Liver.....	1	2	.....	.....
“ Uterus.....	.....	2	.....	2
“ Diffused.....	.....	1	.....	.....
“ Omentum.....	.....	1	.....	.....
“ Breast.....	.....	1	.....	1
Child Birth.....	.....	4	.....	1
Cyanosis.....	3	1	.....	.....
Cholera Infantum.....	.....	1	.....	.....
Cirrhosis of Liver.....	2	.....	2	.....
Congestion of Brain.....	.....	2	.....	.....
“ Lungs.....	7	4	2	.....
Consumption of Lungs.....	46	37	13	18
Convulsions.....	15	9	4	3
“ Puerperal.....	.....	1	.....	.....
Croup.....	2	4	.....	.....

*Actual Mortality for the Month of January, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Colic .....	.....	.....	1	.....
Dentition .....	.....	1	1	.....
Diabetes	2	.....	.....	.....
Dermatitis .....	.....	1	.....	.....
Delirium Tremens	1	.....	.....	.....
Diarrhœa	6	.....	.....	.....
Diphtheria	25	37	.....	1
Disease of the Heart	23	9	6	4
Dropsy, General	1	1	.....	1
" Cardiac .....	.....	.....	1	1
Endocarditis	1	1	1	1
Enterocolitis	1	.....	.....	.....
Erysipelas	4	1	1	.....
Fever, Malarial	1	.....	.....	.....
" Remittent .....	.....	1	1	.....
" Scarlet	22	25	1	2
" Typhoid	10	2	.....	1
" Puerperal .....	.....	1	.....	.....
Fracture of Skull	1	.....	1	.....
Gangrene Senile .....	.....	1	.....	.....
Gastroenteritis	2	.....	1	.....
Hernia, Strangulated .....	.....	1	.....	.....
Hemorrhage of Navel .....	.....	.....	1	.....
" Brain .....	.....	4	.....	.....
" Lungs	1	1	.....	.....
Hydrocephalus	2	.....	.....	.....
Influenza	46	55	4	12
Inanition	6	3	4	8
Inflammation of Brain	3	1	1	.....
" Bladder	1	1	.....	.....
" Bowels	2	2	.....	.....

Actual Mortality for the Month of January, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Stomach.....	4	6	....	2
“ Bronchi	11	7	10	4
“ Kidneys.....	5	5	1	3
“ Larynx.....	....	....	1	....
“ Pericardium.....	1	..	1	....
“ Peritonæum.....	1	2	1	....
“ Tonsils.....	....	....	1	1
Intussusception	1	1	....	....
Intemperence	1	2	1	1
Laparotomy .....	....	1	....	....
Marasmus.....	9	2	2	....
Meningitis.....	6	12	....	....
“ Tubercular.....	1	....	1	....
“ Cerebro Spinal.....	2	1	....	....
Murder.....	....	....	....	1
Measles.....	4	1	1	....
Old Age.....	20	34	2	5
Ovariectomy.....	....	1	....	....
Paralysis.....	15	12	1	1
Pemphigus .....	....	1	....	....
Pneumonia.....	33	46	7	22
“ Broncho.....	2	4	....	1
“ Typhoid.....	1	....	....	....
“ Pluero .....	....	2	....	....
Premature Birth.....	4	4	2	2
Poison	1	1	....	....
Purpura.....	....	1	....	....
Phlegmacia Dolens.....	....	1	....	....
Puerperal Septicæma.....	....	1	....	1
Rheumatism	1	....	....	....
“ Inflammatory.....	....	2	....	....

*Actual Mortality for the Month of January, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Stricture of Bowels.....	.....	.....	.....	1
Scrofula .....	.....	.....	2	.....
Softening of Brain.....	2	2	.....	.....
Suicide.....	2	1	.....	.....
Syphilis	1	2	.....	.....
Tetanus.....	.....	1	.....	.....
Trismus Nascentium	1	2	1	.....
Tumor, Ovarian.....	.....	3	.....	.....
“ Uterine.....	.....	1	.....	.....
“ Chest .....	.....	1	.....	.....
Uræmia .....	.....	.....	1	.....
Ulcer of Leg.....	.....	.....	.....	1
“ Stomach.....	1	.....	.....	.....
Varicella .....	.....	.....	1	.....
Unknown Adult.....	.....	2	.....	1
“ Infant	1	.....	.....	.....
Whooping Cough	2	1	.....	1
Wounds by Cars.....	5	.....	.....	.....
“ Crushed.....	2	.....	.....	.....
“ Fall.....	.....	1	.....	1
“ Gunshot.....	1	.....	.....	.....
Total	409	411	88	116

*Total Mortality for the Month of January, 1892.
Males and Females, White and Colored.*

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year	70	52	25	31
Between 1 and 2 years	34	31	8	13
“ 2 and 5 years	27	38	6	3
Total under 5 years	131	121	39	47
Between 5 and 10 years	26	22	5	1
“ 10 and 15 years	8	8	1	1
“ 15 and 20 years	9	13	3	3
“ 20 and 30 years	23	27	7	12
“ 30 and 40 years	39	27	11	13
“ 40 and 50 years	36	25	9	9
“ 50 and 60 years	28	30	7	10
“ 60 and 70 years	50	42	1	8
“ 70 and 80 years	36	58	1	6
“ 80 and 90 years	23	33	4	3
“ 90 and 100 years .....	....	5	....	3
“ 100 and 110 years .....	....	....	....	....
Above 110 years .....	....	....	....	....
Total....	409	411	88	116

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during January was 30.08 inches; mean temperature, 32°; total precipitation, 6.42 inches, and prevailing direction of wind, *northwest*. The total number of clear and fair days was 10.

Mortality.—The total deaths were 1,024, an increase of 244, compared with the corresponding month of January, 1891. Of these 820 were whites and 204 colored; a death rate of 25.62 per thousand for the former and 34.48 per thousand for the latter. The death rate per thousand for the whole population was 27.00. 130 died from infectious diseases, 114 from consumption, 118 from pneumonia, and 117 from influenza. 388, or 33.00 per cent. of the total deaths, were in children under five years of age.

Infectious Diseases Reported.—During the month of January, 668 cases of infectious diseases were reported, a decrease of 80 compared with the preceding month.

Deaths in Hospitals.—*Eighty-six* deaths occurred in public institutions, of which seven were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of January, 1892.

DATE.	TEMPERATURE.			Precipitation in ins. and hundredths.	SUMMARY.			
	Mean.	Maxim.	Minim.					
1	42	50	35	....	Mean Barometer.....	30.08		
2	48	58	38	41	Highest barometer.....	30.66, date.....	17th	
3	34	28	21	T	Lowest barometer.....	29.31, date.....	6th	
4	26	30	21	.08	Mean Temperature.....	32		
5	30	34	26	T	Highest temp..58, date. 25th; Lowest temp..12, date....	17th		
6	32	33	30	.68	Greatest daily range of temperature.....	26, date....	25th	
7	29	33	25	....	Least daily range of temperature.....	3, date....	30th	
8	28	36	19	....	Mean Temperature for this month in			
9	29	34	24	....	1871..... 35	1877.....31	1883.....32	1889..... 38
10	26	30	23	....	1872.....34	1878.....35	1884.....32	1890..... 44
11	28	31	24	T	1873.....34	1879.....31	1885.....34	1891..... 38
12	34	38	31	.48	1874.....39	1880.....43	1886.....29	1892..... 32
13	41	44	38	.98	1875.....30	1881.....30	1887.....32	1893..... ..
14	50	58	41	1.03	1876.....41	1882.....35	1888.....29	1894..... ..
15	29	31	27	.71	Mean temperature for this month for 22 years.....	34		
16	23	27	19	....	Total deficiency in temperature during month.....	.11		
17	22	32	12	....	Total deficiency in temperature since January 1st....	.77		
18	32	37	26	.48	Prevailing direction of wind.....	N. W.		
19	32	38	25	1.28	Total movement of wind.....	6,292 miles.		
20	16	20	13	.05	*Maximum velocity of wind, direction and date..	37—E,—6th.		
21	26	38	14	....	Total precipitation.....	6.42 inches.		
22	30	41	19	....	No. of days on which .01 inch or more of precipitation fell..	12		
23	38	44	33	....	Total precipitation (in inches) for this month in			
24	36	43	30	....	1871....1.55	1877....3.80	1883....3.16	1889.... 4.22
25	45	58	32	....	1872.... .88	1878....4.51	1884....4.81	1890.... 1.80
26	22	26	19	....	1873....4.27	1879....2.59	1885....3.07	1891.... 4.89
27	20	27	14	....	1874....2.22	1880....2.26	1886....4.48	1892.... 6.42
28	32	43	21	....	1875....2.51	1881....4.84	1887....2.57	1893.... ..
29	42	48	35	.02	1876....1.67	1882....5.38	1888....3.35	1894.... ..
30	36	38	35	.22	Average precipitation for this month for 22 years.....	3.42		
31	38	41	34	....	Total excess precipitation during month.....	3.22		
					Total excess precipitation since January 1st.....	3.22		
					No. of cloudless days 10; Partly cloudy days 10; Cloudy days 11.			
					Dates of frost.....			

C. P. CRONK,

Observer, Weather Bureau.

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

*Actual Mortality for the Month of February, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Albuminuria.....	....	1	....	....
Angina Pectoris.....	2	....	....	....
Aneurism of Aorta.....	....	2	....	....
Apoplexy.....	12	1	....	1
Asphyxia.....	....	1	....	....
Asthma.....	2	1	....	1
Asthenia.....	3	1	2	....
Atelectasis Pulmonum.....	....	....	1	....
Bright's Disease.....	8	6	....	1
Burns.....	....	2	1	1
Capillary Bronchitis.....	2	1	1	1
Cancer of Stomach.....	3	4	....	....
“ Rectum.....	2	....	....	....
“ Liver.....	1	1	....	....
“ Uterus.....	....	4	....	1
“ Larynx.....	1	....	....	....
“ Ovarian.....	....	1	....	....
“ Breast.....	....	4	....	2
Child Birth.....	....	6	....	....
Calculus.....	....	1	....	....
Cyanosis.....	1	3	1	....
Cirrhosis of Liver.....	1	2	....	....
Congestion of Brain.....	3	2	1	....
“ Lungs.....	4	5	....	1
Consumption of Lungs.....	36	39	20	14
Convulsions.....	11	11	9	2
“ Puerperal.....	....	1	....	....
Croup.....	5	2	....	....
Concussion of Brain.....	1	....	....	....
Caries of Spine.....	....	1	....	....
Dentition.....	2	4	....	....

Actual Mortality for the Month of February, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Debility .....	.....	1	.....	.....
Diarrhœa	1	2	1	.....
Diphtheria	14	21	1	5
Disease of the Heart	17	20	3	3
Dropsy, Cardiac	1	.....	.....	1
Dysentery	1	.....	.....	.....
Endocarditis	2	1	.....	.....
Enterocolitis .....	.....	1	.....	.....
Epilepsy .....	.....	1	.....	.....
Epistaxis .....	.....	1	.....	.....
Elephantiasis .....	.....	1	.....	.....
Embolism .....	.....	1	.....	.....
Fever, Intermittent .....	.....	.....	1	.....
" Scarlet	28	28	1	1
" Typhoid	2	5	.....	2
" Typho-Malarial .....	.....	1	1	.....
" Puerperal .....	.....	1	.....	.....
Gangrene Senile .....	.....	1	.....	.....
Gastroenteritis .....	.....	.....	4	3
Gout .....	.....	1	.....	.....
Hernia	1	.....	.....	.....
" Strangulated	1	3	1	.....
Hemorrhage of Brain	3	1	1	2
" Lungs	1	.....	.....	1
" Uterus .....	.....	1	.....	1
Hydropophobia	1	.....	.....	.....
Hydrocephalus .....	.....	1	.....	1
Influenza	7	17	1	6
Inanition	3	3	4	1
Indigestion .....	.....	1	.....	.....
Inflammation of Brain .....	.....	2	.....	1

*Actual Mortality for the Month of February, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Bladder.....	.....	.....	.....	1
“ Bowels.....	.....	2	.....	.....
“ Stomach.....	6	2	.....	.....
“ Bronchi.....	14	8	6	4
“ Kidneys.....	7	1	2	1
“ Larynx.....	3	.....	.....	.....
“ Peritonæum.....	2	1	1	2
“ Pleura.....	.....	1	1	.....
“ Tonsils.....	.....	.....	.....	2
Intussusception.....	1	1	.....	.....
Intemperance.....	2	.....	.....	.....
Jaundice.....	2	.....	.....	.....
Laparotomy.....	.....	1	.....	.....
Myelitis.....	2	.....	.....	.....
Marasmus.....	2	9	1	2
Meningitis.....	9	9	3	.....
“ Tubercular.....	1	3	1	.....
“ Cerebro Spinal.....	2	1	1	1
Murder.....	2	.....	.....	.....
Measles.....	4	5	.....	.....
Necrosis.....	1	.....	.....	.....
Old Age.....	14	15	2	.....
Ovariotomy.....	.....	3	.....	.....
Paralysis.....	11	4	.....	2
Pneumonia.....	30	32	16	10
“ Broncho.....	2	1	.....	.....
“ Typhoid.....	.....	1	.....	.....
“ Pluero.....	1	1	1	.....
Premature Birth.....	5	4	2	2
Progressive Locomotor Ataxia.....	1	.....	.....	.....
Prolonged Labor.....	1	.....	.....	.....

*Actual Mortality for the Month of February, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Pott's Disease.....	.....	.....	.....	1
Puerperal Septicæmia.....	.....	1	.....	.....
Rheumatism.....	.....	.....	1	.....
" Inflammatory.....	1	2	.....	.....
Scalds.....	1	.....	.....	.....
Stricture of Bowels.....	.....	2	1	.....
Septicæmia	1	.....	.....	.....
Softening of Brain.....	1	2	.....	.....
Suffocation by Smoke.....	1	.....	.....	.....
Suicide.....	2	.....	.....	.....
Syphilis.....	1	1	.....	.....
Trismus Nascentium.....	3	3	.....	.....
Uræmia.....	1	2	.....	.....
Ulcer of Bowels.....	.....	1	1	.....
Unknown Infant.....	.....	.....	2	.....
Whooping Cough.....	.....	.....	2	1
Wounds by Fall.....	2	.....	1	.....
" Gunshot.....	1	.....	.....	.....
Total.....	323	339	100	82

*Total Mortality for the Month of February, 1892.
Males and Females, White and Colored.*

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year	59	62	35	18
Between 1 and 2 years	21	30	9	4
“ 2 and 5 years	25	29	11	4
Total under 5 years	105	121	55	26
Between 5 and 10 years	24	22	3	7
“ 10 and 15 years	7	6	3	2
“ 15 and 20 years	6	12	1	4
“ 20 and 30 years	35	24	9	11
“ 30 and 40 years	21	29	9	5
“ 40 and 50 years	15	20	7	13
“ 50 and 60 years	27	28	5	5
“ 60 and 70 years	34	35	2	3
“ 70 and 80 years	33	25	6	3
“ 80 and 90 years	14	15	....	2
“ 90 and 100 years	2	2	....	....
“ 100 and 110 years . . . . .	....	....	....	1
Above 110 years . . . . .	....	....	....	....
Total	323	339	100	82

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during February was 30.16 inches; mean temperature, 37°; total precipitation, 2.41 inches, and prevailing direction of wind, *northeast*. The total number of clear and fair days was 7.

Mortality.—The total deaths were 844, an increase of 142, compared with the corresponding month of February, 1891. Of these 662 were whites and 182 colored; a death rate of 20.68 per thousand for the former and 30.76 per thousand for the latter. The death rate per thousand for the whole population was 23.31. 127 died from infectious diseases, 107 from consumption, 88 from pneumonia, and 31 from influenza. 307, or 36.26 per cent. of the total deaths, were in children under 5 years of age.

Infectious Diseases Reported.—During the month of February 909 cases of infectious diseases were reported, an increase of 231 compared with the preceding month.

Deaths in Hospitals.—*Seventy-seven* deaths occurred in public institutions, of which fifteen were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of February, 1892.

DATE.	TEMPERATURE.			Precipitation in inches and hundredths.	
	Mean.	Maxim.	Minim.		
1	42	53	32	....	Mean Barometer..... 30.16
2	45	53	37	T	Highest barometer..... 30.74, date..... 17th
3	42	46	38	....	Lowest barometer..... 29.45, date..... 11th
4	38	43	33	T	Mean Temperature..... 37
5	28	32	25	.44	Highest temp. .57, date. .8th; Lowest temp. .14, date.... 13th
6	24	34	15	....	Greatest daily range of temperature..... 31, date.... 18th
7	30	37	22	.36	Least daily range of temperature..... 4, date.... 21st
8	47	57	37	.01	Mean Temperature for this month in
9	40	44	35	....	1871.....40 1877.....40 1883.....39 1889..... 29
10	32	37	28	....	1872.....36 1878.....40 1884.....42 1890..... 43
11	40	46	33	.04	1873.....35 1879.....32 1885.....28 1891..... 41
12	24	28	20	....	1874.....37 1880.....41 1886.....31 1892..... 37
13	23	32	14	....	1875.....29 1881.....35 1887.....38 1893..... ..
14	38	52	24	.06	1876.....38 1882.....41 1888.....36 1894..... ..
15	38	42	35	.01	Mean temperature for this month for 22 years..... .37
16	30	36	24	....	Total deficiency in temperature during month..... .11
17	24	31	18	T	Total deficiency in temperature since January 1st..... .88
18	40	55	24	....	Prevailing direction of wind..... N. E.
19	42	46	37	.01	Total movement of wind..... 6,410 miles.
20	44	49	39	.03	*Maximum velocity of wind, direc. and date..36—N.W.—12th.
21	41	43	39	.01	Total precipitation..... 2.41 inches.
22	44	49	39	T	No. of days on which .01 inch or more of precipitation fell..14
23	42	47	36	....	Total precipitation (in inches) for this month in
24	35	37	33	T	1871....1.38 1877....1.87 1883....4.69 1889.... 2.53
25	40	44	36	.17	1872....1.46 1878....3.31 1884....6.69 1890.... 4.80
26	45	50	40	.33	1873....4.74 1879....1.55 1885....4.40 1891.... 5.52
27	42	44	39	.01	1874....3.18 1880....1.96 1886....5.49 1892.... 2.41
28	30	33	26	.01	1875....2.91 1881....5.68 1887....4.69 1893.... ..
29	35	39	31	.92	1876....2.96 1882....3.73 1888....2.83 1894.... ..
30	....	....	....	....	Average precipitation for this month for 22 years..... 3.53
31	....	....	....	....	Total deficiency in precipitation during month..... 1.26
					Total excess in precipitation since January 1st..... 1.96
					No. of cloudless days 7; Partly cloudy days 10; Cloudy days, 12
					Dates of frost.....

C. P. CRONK,

Observer, Weather Bureau.

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

Actual Mortality for the Month of March, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Appendicitis.....	1	....	....	....
Atelectasis Pulmonum.....	1	1	1	....
Anæmia Pernicious.....	....	1	....	....
Angina Pectoris.....	1	1	....	....
Aneurism of Aorta.....	....	1	....	....
Apoplexy.....	8	4	2	1
Asphyxia.....	2	....	....	....
Asthma.....	2	....	....	....
Asthenia.....	4	....	2	3
Atrophy Muscular.....	....	1	....	....
Bright's Disease.....	11	1	3	3
Burns.....	1	3	1	2
Carbuncle.....	....	1	....	....
Capillary Bronchitis.....	4	3	1	1
Cancer of Stomach.....	6	2	....	....
“ Breast.....	....	1	....	....
“ Liver.....	1	....	....	....
“ Uterus.....	....	3	....	3
“ Maxillary.....	1	....	....	....
“ Oesophagus.....	1	....	....	....
“ Scrotum.....	1	....	....	....
Child Birth.....	....	2	...	1
Cyanosis.....	1	1	..	....
Cholera Morbus.....	1	....	....	....
Cirrhosis of Liver.....	3	....	....	....
Compression of Brain.....	....	1	....	....
Congestion of Brain.....	3	1	1	....
“ Lungs.....	1	5	....	....
Consumption of Lungs.....	33	39	23	17
Convulsions.....	14	13	8	8
Croup.....	2	2	....	....

*Actual Mortality for the Month of March, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Dentition.....	3	4	2	2
Diarrhœa.....		1		
Diphtheria.....	23	19	2	3
Disease of the Heart.....	23	17		7
Dropsy, General.....	1			
Drowned.....	6			1
Dysentery.....	2			
Endocarditis.....		5		1
Enterocolitis.....	1	1		
Erysipelas.....		3		
Embolism.....		1		
Fever, Scarlet.....	22	34		1
“ Typhoid.....	2	5		1
“ Typho-Malarial.....		3		
Fracture of Skull.....	1			
“ Femur.....		1		
Gangrene Senile.....		1		
Gastroenteritis.....	2	2	1	
Hernia, Strangulated.....	1			
Hemorrhage of Brain.....	4			
“ Lungs.....	1			
“ Stomach.....		1	1	
Hydrocephalus.....	1		1	
Influenza.....	8	6	7	9
Inanition.....	5	1	4	1
Indigestion.....		1		
Inflammation of Brain.....	3	3		
“ Bladder.....	3	1		
“ Bowels.....	2		2	
“ Stomach.....	2	4	1	1
“ Bronchi.....	6	11	3	2

*Actual Mortality for the Month of March, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Kidneys.....	7	2	1	1
" Larynx.....	2	.....	.....	.....
" Liver	1	1	.....	.....
" Pericardium.....	1	.....	.....	.....
" Peritonæum.....	4	1	.....	.....
" Pleura .....	.....	.....	.....	1
Intussusception .....	.....	1	.....	.....
Intemperence	1	2	.....	.....
Insanity.....	.....	1	.....	.....
Jaundice.....	.....	1	.....	.....
Leucocythæmia	1	.....	.....	.....
Myelitis.....	.....	.....	1	.....
Marasmus	4	6	3	3
Meningitis	9	6	2	2
" Tubercular.....	9	6	2	.....
" Cerebro Spinal.....	2	2	1	1
Measles.....	6	5	.....	.....
Neurasthenia	1	.....	.....	.....
Old Age.....	16	21	1	1
Ovariotomy.....	.....	1	.....	.....
Paralysis.....	6	14	2	4
Poison	1	.....	.....	.....
Pneumonia	29	29	15	15
" Broncho	2	5	1	.....
" Pleuro.....	.....	1	.....	.....
Premature Birth.....	5	4	1	3
Prolonged Labor.....	.....	1	.....	.....
Puerperal Septicæmia.....	.....	1	.....	1
Rheumatism	1	.....	.....	.....
" Inflammatory .....	.....	2	.....	.....
Scalds	1	1	.....	.....

Actual Mortality for the Month of March, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Stricture of Bowels.....		1		
Septicæmia	1	2		
Scrofula		1		
Softening of Brain.....	2	1		
Suicide.....	4	1		1
Syphilis.....				1
Trismus Nascentium.....	2		1	
Uræmia	2			
Unknown Adult.....			1	
“ Infant.....			1	1
Whooping Cough.....	1	1		1
Wounds by Cars	5			
“ Fall.....	3			2
“ Crushed	2		1	
Total	356	333	100	106
Under 1 year.	68	42	33	31
Between 1 and 2 years	25	37	11	14
“ 2 and 5 years.....	43	36	6	8
Total under 5 years.....	136	115	50	53
Between 5 and 10 years	19	23	6	1
“ 10 and 15 years	5	11	1	
“ 15 and 20 years	10	7	2	3
“ 20 and 30 years.....	18	26	7	11
“ 30 and 40 years	33	23	10	9
“ 40 and 50 years	16	28	6	9
“ 50 and 60 years	35	21	9	8
“ 60 and 70 years	37	33	6	3
“ 70 and 80 years	29	35	2	5
“ 80 and 90 years	16	11		2
“ 90 and 100 years	2		1	2
Total	356	333	100	106

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during March was 30.04 inches; mean temperature, 37°; total precipitation, 7.20 inches, an excess of 3.11 inches during the month; prevailing direction of wind, *northwest*.

Mortality.—The total deaths were 895, an increase of 166, compared with the corresponding month of March, 1891. Of these 689 were whites and 206 colored; a death rate of 21.53 per thousand for the former and 34.81 per thousand for the latter. The death rate per thousand for the whole population was 23.60. 130 died from infectious diseases, 112 from consumption, 97 from pneumonia, and 30 from influenza. 354, or 39.60 per cent. of the total deaths were in children under five years of age.

Infectious Diseases Reported.—During the month of March 1,106 cases of infectious diseases were reported, an increase of 197 compared with the preceding month.

Deaths in Hospitals.—*Sixty eight* deaths occurred in public institutions, of which seven were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of March, 1892.

DATE.	TEMPERATURE.			Precipitation in inches and hundredths.	SUMMARY.
	Mean.	Maxim.	Minim.		
1	36	37	34	.49	Mean Barometer..... 30.04
2	31	32	30	.14	Highest barometer..... 30.54, date..... 22d
3	36	43	28	....	Lowest barometer..... 29.32, date..... 8th
4	45	55	35	....	Mean Temperature..... 37
5	38	42	34	.13	Highest temp..65, date..23d; Lowest temp..20, date.... 11th
6	39	46	32	....	Greatest daily range of temperature..... 36, date.... 12th
7	46	57	34	....	Least daily range of temperature..... 2, date.... 2d
8	43	47	39	1.13	Mean Temperature for this month in
9	46	54	38	.07	1871.....48 1877.....41 1883.....39 1889..... 43
10	42	50	33	1.10	1872.....37 1878.....49 1884.....44 1890..... 42
11	26	32	20	....	1873.....39 1879.....44 1885.....35 1891..... 39
12	43	61	25	....	1874.....44 1880.....43 1886.....42 1892..... 37
13	33	36	30	T	1875.....40 1881.....42 1887.....38 1893..... ..
14	29	34	24	....	1876.....40 1882.....45 1888.....37 1894..... ..
15	30	35	25	....	Mean temperature for this month for 22 years..... .41
16	27	31	23	.42	Total deficiency in temperature during month..... 1.43
17	26	27	24	.49	Total deficiency in temperature since January 1st..... 2.30
18	28	31	24	.83	Prevailing direction of wind..... N. W.
19	31	39	23	T	Total movement of wind..... 7,326 miles.
20	34	38	29	....	*Maximum velocity of wind, direc. and date..42—N.W.—10th.
21	28	34	21	....	Total precipitation..... 7.20 inches.
22	30	38	23	....	No. of days on which .01 inch or more of precipitation fell..13
23	51	65	37	.16	Total precipitation (in inches) for this month in
24	42	50	35	....	1871....3.06 1877....3.60 1883....3.68 1889.... 5.71
25	45	56	34	....	1872....3.03 1878....4.74 1884....6.37 1890.... 4.65
26	46	48	43	.26	1873....3.02 1879....1.65 1885....1.60 1891.... 7.94
27	42	44	39	1.19	1874....1.41 1880....4.82 1886....4.85 1892.... 7.20
28	44	50	39	T	1875....4.72 1881....7.59 1887....3.49 1893.... ..
29	44	53	53	....	1876....6.37 1882....3.43 1888....4.62 1894.... ..
30	41	47	47	....	Average precipitation for this month for 22 years..... 4.40
31	40	42	42	.88	Total deficiency in precipitation during month..... 3.11
					Total excess in precipitation since January 1st..... 5.07
					No. of cloudless days 13; Partly cloudy days 7; Cloudy days, 11
					Dates of frost.....

C. P. CRONK,

Observer, Weather Bureau.

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

*Actual Mortality for the Month of April, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Abscess, Pelvis.....	1	.....	.....	1
Appendicitis.....	1	.....	.....	.....
Atelectasis Pulmonum.....	.....	3	.....	.....
Angina Pectoris.....	3	.....	.....	.....
Albuminuria.....	1	1	.....	.....
Aneurism of Aorta.....	.....	1	.....	.....
Apoplexy.....	5	10	.....	3
Abortion.....	.....	1	.....	.....
Asphyxia.....	.....	1	.....	.....
Asthenia.....	2	2	1	.....
Bright's Disease.....	10	9	3	.....
Burns.....	4	.....	1	.....
Congestive Chill.....	.....	1	.....	.....
Capillary Bronchitis.....	6	2	2	2
Cancer of Stomach.....	5	4	1	.....
“ Face.....	1	.....	.....	.....
“ Rectum.....	.....	1	.....	.....
“ Liver.....	2	1	.....	.....
“ Lip.....	.....	.....	1	.....
“ Uterus.....	.....	2	.....	1
“ Jaw.....	.....	.....	1	.....
Child Birth.....	.....	1	.....	.....
Cyanosis.....	4	3	.....	.....
Cholera Morbus.....	.....	1	.....	.....
Cirrhosis of Liver.....	3	.....	.....	.....
Congestion of Brain.....	2	1	.....	.....
“ Lungs.....	2	1	.....	.....
Consumption of Lungs.....	36	29	10	20
Convulsions.....	15	12	5	1
Croup.....	2	1	.....	.....
Disease of the Spine.....	.....	1	.....	.....

Actual Mortality for the Month of April, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Dentition	1	3	1	1
Diphtheria	15	16	2	....
Disease of the Heart.....	17	21	6	5
Drowned	4	....	....	....
Dysentery	1	....	....	....
Epilepsy.....	....	1	....	....
Endocarditis.....	1	3	1	1
Enterocolitis.....	2	....	....	....
Erysipelas	2	....	....	....
Epistaxis.....	1	....	....	....
Fever, Intermittent.....	....	....	....	1
“ Scarlet.....	24	20	....	1
“ Typhoid	3	4	1	1
“ Typho-Malarial.....	....	3	....	....
“ Puerperal.....	....	3	....	....
Fracture of Femur.....	....	1	....	....
Gall Stones.....	1	....	....	....
Gastroenteritis.....	2	2	....	....
Gout .....	....	1	....	....
Hemorrhage of Brain.....	2	....	....	2
“ Lungs.....	....	....	....	1
“ Stomach.....	1	1	....	....
Hydrocephalus.....	....	....	1	....
Insanity .....	....	1	....	....
Inanition.....	....	3	3	1
Inflammation of Brain.....	1	1	....	1
“ Bladder.....	1	....	....	....
“ Bowels.....	1	2	....	....
“ Stomach.....	3	7	1	....
“ Bronchi.....	4	5	6	9
“ Kidneys.....	11	6	2	1

*Actual Mortality for the Month of April, 1892.
Male and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Liver .....	.....	1	.....	.....
“ Pericardium	2	.....	3	1
“ Peritonæum	1	7	1	.....
“ Pleura	2	.....	1	.....
“ Tonsils	1	.....	.....	.....
Intussusception	1	.....	.....	.....
Intemperance	1	.....	.....	1
Influenza	1	3	2	2
Laparotomy	1	2	.....	.....
Myelitis	4	.....	.....	.....
Marasmus	5	4	1	3
Meningitis	8	7	2	2
“ Tubercular	2	4	1	1
“ Cerebro Spinal	3	2	.....	.....
Measles	7	8	.....	.....
Old Age	15	20	.....	1
Paralysis	7	8	1	.....
Poison .....	.....	.....	.....	1
Purpura .....	.....	1	.....	.....
Pneumonia	46	30	7	12
“ Broncho	2	1	1	.....
“ Typhoid .....	.....	.....	1	.....
“ Pleuro	1	.....	.....	.....
Premature Birth	10	9	3	.....
Progressive Locomotor Ataxia	1	.....	.....	.....
Placenti Prævia .....	.....	1	.....	.....
Puerperal Peritonitis .....	.....	1	.....	.....
“ Septicæmia .....	.....	4	.....	.....
Rheumatism	1	.....	.....	1
“ Inflammatory	2	.....	1	.....
Scalds .....	.....	.....	1	.....

Actual Mortality for the Month of April, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Stricture of Bowels.....	1	4	1	....
Scrofula.....	....	1	2	1
Softening of Brain.....	1	1	....	....
Suffocation by Illuminating Gas...	1	....	....	....
Septicæmia.....	....	1	....	....
Suicide.....	4	2	....	....
Syphilis.....	....	....	2	2
Trismus Nascentium.....	3	....	....	....
Tumor, Ovarian.....	....	2	....	....
“ Cerebral.....	1	....	....	....
Uræmia.....	....	1	....	....
Unknown Adult.....	....	....	....	1
Whooping Cough.....	....	1	....	..
Wounds by Cars.....	3	1	....	....
“ Fall.....	3	....	....	....
“ Gunshot.....	1	....	1	....
“ Crushed.....	1	....	....	....
Total.....	346	320	81	82

*Total Mortality for the Month of April, 1892.
Males and Females, White and Colored.*

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year.	63	59	22	12
Between 1 and 2 years.....	35	27	5	9
“ 2 and 5 years.....	34	29	6	6
Total under 5 years.....	132	115	33	27
Between 5 and 10 years.....	22	19	7	6
“ 10 and 15 years.....	3	4	2	2
“ 15 and 20 years.....	6	14	3	4
“ 20 and 30 years.....	25	32	15	11
“ 30 and 40 years.....	36	26	6	10
“ 40 and 50 years.....	26	15	4	9
“ 50 and 60 years.....	25	31	7	4
“ 60 and 70 years.....	37	22	4	5
“ 70 and 80 years.....	21	25	....	3
“ 80 and 90 years.....	12	16	....	....
“ 90 and 100 years.....	1	1	....	1
“ 100 and 110 years.....	....	....	....	....
Above 110 years.....	....	....	....	....
Total.....	346	320	81	82

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during April was 30.10 inches; mean temperature, 52°; total precipitation, 3.15 inches, a deficiency in precipitation during the month of .12 inches; prevailing direction of wind, *northwest*.

Mortality.—The total deaths were 829, a decrease of 21, compared with the corresponding month of April, 1891. Of these 666 were whites and 163 colored; a death rate of 20.80 per thousand for the former, and 27.55 per thousand for the latter. The death rate per thousand for the whole population was 21.86. 106 died from infectious diseases, 95 from consumption, 101 from pneumonia, and 8 from influenza. 307, or 37.03 per cent. of the total deaths, were in children under five years of age.

Infectious Diseases Reported.—During the month of April, 1,436 cases of infectious diseases were reported, an increase of 330 compared with the preceding month.

Deaths in Hospitals.—*Ninety-eight* deaths occurred in public institutions, of which fifteen were reported as non-residents.

REPORT OF THE UNITED STATES WEATHER BUREAU. METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of April, 1892.

DATE.	TEMPERATURE.			Precipitation in ins. and hundredths.	SUMMARY.				
	Mean.	Maxim.	Minim.						
1	46	52	40	.02	Mean Barometer...	30.10			
2	56	65	47	T	Highest barometer.....	30.51, date.....	27th		
3	70	80	60	...	Lowest barometer.....	29.67, date.....	8th		
4	73	83	63	...	Mean Temperature.....	52			
5	68	74	62	.21	Highest temp..83, date.. 4th; Lowest temp..32, date....	10th			
6	68	75	62	...	Greatest daily range of temperature.....	28, date.....	28th		
7	54	58	49	T	Least daily range of temperature.....	4, date....	18th		
8	61	72	50	.06	Mean Temperature for this month in				
9	41	47	35	.06	1871..... 57	1877.....53	1883.....52	1889..... 54	
10	38	43	32	...	1872.....55	1878.....58	1884.....52	1890..... 54	
11	40	47	33	...	1873.....52	1879.....53	1885.....54	1891..... 56	
12	42	50	33	...	1874.....47	1880.....55	1886.....55	1892..... 52	
13	46	58	34	...	1875.....49	1881.....52	1887.....51	1893..... ..	
14	44	46	42	.34	1876.....52	1882.....52	1888.....53	1894..... ..	
15	42	50	34	.42	Mean temperature for this month for 22 years.....	.53			
16	44	53	36	...	Total deficiency in temperature during month.....	.43			
17	50	58	42	T	Total deficiency in temperature since January 1st.....	2.76			
18	44	46	42	.50	Prevailing direction of wind.....	N. W.			
19	48	55	40	...	Total movement of wind.....	6,334 miles.			
20	45	52	38	.09	*Maximum velocity of wind,direction and date 35—N.W—16th				
21	45	50	40	.62	Total precipitation.....	3.15 inches.			
22	52	57	47	.52	No. of days on which .01 inch or more of precipitation fell..12				
23	56	62	50	.06	Total precipitation (in inches) for this month in				
24	59	70	48	...	1871....1.90	1877....3.30	1883....3.20	1889.... 8.70	
25	42	44	40	T	1872....2.96	1878....4.19	1884....2.65	1890.... 3.94	
26	49	59	39	T	1873....2.77	1879....3.69	1885....1.37	1891.... 2.48	
27	52	60	44	...	1874....6.65	1880....3.07	1886....2.06	1892.... 3.15	
28	63	77	49	...	1875....4.27	1881....2.00	1887....2.44	1893.... ..	
29	53	57	49	.25	1876....1.90	1882....2.14	1888....2.11	1894.... ..	
30	56	67	46	...	Average precipitation for this month for 22 years.....	3.22			
					Total deficiency in precipitation during month.....	.12			
					Total excess in precipitation since January 1st.....	4.95			
					No. of cloudless days 11; Partly cloudy days 18; Cloudy days 11				
					Dates of frost.....				

C. P. CRONK,

Observer, Weather Bureau.

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

* To be taken from any five minute record.

*Actual Mortality for the Month of May, 1892.**Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Abscess, Psoas.	3	....	....	....
“ Cerebral. ....	....	1	....	....
“ Cervix ....	....	1	....	....
Anæmia Pernicious.	1	....	....	....
Angina Pectoris. ....	....	2	....	....
Albuminuria ....	....	1	....	....
Apoplexy	7	4	....	....
Asphyxia.	2	....	....	1
Aneurism of Aorta ....	....	1	1	....
Asthma. ....	....	1	1	....
Asthenia	1	....	....	1
Bright's Disease.	5	8	1	3
Congestive Chill.	1	....	....	....
Capillary Bronchitis. ....	....	1	2	1
Cancer of Stomach.	3	1	....	....
“ Nose.	1	1	....	....
“ Rectum ....	....	1	....	....
“ Mediastinum	1	....	....	....
“ Liver ....	....	1	....	....
“ Spine ....	....	1	....	....
“ Breast ....	....	2	....	1
“ Uterus ....	....	5	....	....
Child Birth. ....	....	3	....	....
Cholera Morbus. ....	....	3	....	....
“ Infantum	1	1	....	....
Cirrhosis of Liver	1	3	....	....
Congestion of Brain.	1	3	1	....
“ Lungs.	4	2	....	....
Consumption of Lungs.	40	20	15	14
“ Bowels. ....	....	1	....	....
Convulsions	11	4	6	4

*Actual Mortality for the Month of May, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Convulsions, Puerperal		2		
Croup	1	3		
Calculus		1		
Cyanosis	1	1		
Dentition	5	2		1
Diabetes	1			
Diarrhœa	3			
Diphtheria	9	17		4
Disease of the Heart	13	10	5	9
Dropsy, Ovarian		1		
Drowned	3		2	
Dysentery		1		1
Endocarditis	1		1	
Enterocolitis				1
Erysipelas	2	1		
Elephantiasis	1			
Fever, Intermittent			1	1
“ Malarial		3		
“ Remittent		1		
“ Scarlet	12	9	2	
“ Typhoid	5	4	1	1
“ Typho-Malarial		1	1	
“ Puerperal		1		
Fracture of Skull	1			
“ Spine	1			
Gangrene Scrotum	1			
Gastroenteritis	1	5		
Hernia, Cerebral		1		
“ Strangulated		1	1	
Hemorrhage of Navel			1	
“ Brain	3	3		

*Actual Mortality for the Month of May, 1892.**Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Hemorrhage of Lungs.....	1	2	....	....
“ Post Partem.....	....	1	....	....
Hydrocephalus.....	1	....	1	....
Inanition.....	4	2	3	7
Indigestion.....	....	1	....	....
Iscuria.....	....	1	....	....
Inflammation of Brain.....	1	....	....	....
“ Bladder.....	2	....	....	....
“ Bowels.....	4	....	....	1
“ Stomach.....	1	2	1	....
“ Bronchi.....	8	9	5	4
“ Kidneys.....	11	8	4	2
“ Pericardium.....	1	....	....	....
“ Peritonæum.....	1	1	1	1
“ Pleura.....	3	....	....	....
Intemperance.....	1	3	1	....
Influenza.....	2	2	....	....
Jaundice.....	1	1	....	....
Laparatomy.....	....	1	....	....
Leucocythæmia.....	....	1	....	....
Mumps.....	....	2	....	....
Myelitis.....	....	2	1	....
Marasmus.....	5	4	3	3
Meningitis.....	5	8	3	....
“ Tubercular.....	2	3	1	1
“ Cerebro Spinal.....	3	....	....	....
Measles.....	20	6	3	2
Old Age.....	12	22	1	3
Paralysis.....	8	9	1	....
Poison.....	1	....	....	....
Purpura.....	....	1	....	....

*Actual Mortality for the Month of May, 1891.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Pneumonia	14	16	11	9
“ Broncho.....	3	2	....	....
“ Typhoid.....	....	2	....	....
Premature Birth.....	7	8	....	1
Pott's Disease.....	....	1	....	....
Puerperal Peritonitis. ....	....	2	....	....
Puerperal Septicæmia.....	....	3	....	....
Pyæmia.....	....	1	....	1
Phlebitis	1	....	....	....
Rheumatism.	2	1	1	....
“ Inflammatory.....	1	1	....	....
Scalds.....	....	1	1	....
Stricture of Bowels.....	1	....	1	....
Scrofula	1	1	....	....
Softening of Brain.....	1	4	....	....
Septicæmia	2	1	....	....
Suicide.....	2	2	....	....
Syphilis .....	....	1	2	2
Trismus Nascentium.....	3	....	....	....
Tabes Mesenterica.....	1	....	....	....
Tumor, Ovarian .....	....	1	....	....
“ Cerebral .....	....	1	....	....
Toxæmia	1	....	....	....
Uræmia	2	1	....	....
Unknown Adult.....	....	1	....	....
“ Infantile	1	....	....	1
Whooping Cough	1	....	....	....
Wounds by Cars	1	....	....	....
“ Fall.....	4	....	1	1
“ Gunshot.....	....	....	1	....
“ Crushed.....	3	1	....	....
Total.....	297	284	89	82

Total Mortality for the Month of May, 1892.
Males and Females, White and Colored.

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year.....	56	41	15	24
Between 1 and 2 years.....	14	18	6	7
“ 2 and 5 years	31	30	11	9
Total under 5 years.....	101	89	32	40
Between 5 and 10 years.....	11	13	7	3
“ 10 and 15 years.....	8	9	....	2
“ 15 and 20 years.....	9	10	2	8
“ 20 and 30 years.....	29	22	13	6
“ 30 and 40 years.....	23	23	6	4
“ 40 and 50 years.....	31	25	15	2
“ 50 and 60 years.....	26	23	6	3
“ 60 and 70 years.....	32	22	5	7
“ 70 and 80 years.....	17	32	2	4
“ 80 and 90 years.....	8	13	1	3
“ 90 and 100 years.....	2	3	....	....
“ 100 and 110 years.....	....	....	....	....
Above 110 years.....	....	....	....	....
Total.....	297	284	89	82

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during May was 29.99 inches; mean temperature, 63°; total precipitation, 6.35 inches, an increase in precipitation during the month of 2.80 inches; prevailing direction of wind, *northwest*.

Mortality.—The total deaths were 752, a decrease of 140, compared with the corresponding month of May, 1891. Of these 581 were whites and 171 colored; a death rate of 18.15 per thousand for the former, and 28.90 per thousand for the latter. The death rate per thousand for the whole population was 19.83. 100 died from infectious diseases, 89 from consumption, 57 from pneumonia, 4 from influenza, and 2 from cholera infantum. 262, or 34.84 per cent. of the total deaths, were in children under five years of age.

Infectious Diseases Reported.—During the month of May, 1,634 cases of infectious diseases were reported, an increase of 198 compared with the preceding month.

Deaths in Hospitals.—*Seventy* deaths occurred in public institutions, of which eight were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of May, 1892.

DATE.	TEMPERATURE.			Precipitation in inches and hundredths.	SUMMARY.			
	Mean.	Maxim.	Minim.					
1	63	77	49	....	<i>Mean Barometer</i> 29.99			
2	74	87	61	.01	Highest barometer..... 30.32, date..... 9th			
3	73	83	63	....	Lowest barometer..... 29.59, date..... 19th			
4	71	86	56	.05	<i>Mean Temperature</i> 63			
5	62	68	57	....	Highest temp..87, date.. 2d; Lowest temp..46, date.... 8th			
6	66	79	52	.15	Greatest daily range of temperature..... 30, date.... 4th			
7	62	70	55	....	Least daily range of temperature..... 6, date.... 14th			
8	54	62	46	....	<i>Mean Temperature for this month in</i>			
9	59	72	46	....	1871.....65	1877.....62	1883.....64	1889..... 65
10	61	70	52	.08	1872.....67	1878.....64	1884.....65	1890..... 64
11	66	74	57	.52	1873.....62	1879.....66	1885.....63	1891..... 62
12	58	62	53	....	1874.....63	1880.....71	1886.....62	1892..... 63
13	58	68	48	....	1875.....64	1881.....68	1887.....67	1893..... ..
14	56	59	53	.44	1876.....64	1882.....59	1888.....63	1894..... ..
15	67	80	54	1.83	Mean temperature for this month for 22 years..... .64			
16	72	80	64	.02	Total deficiency in temperature during month..... .15			
17	66	76	56	....	Total deficiency in temperature since January 1st..... 2.91			
18	63	71	55	.05	Prevailing direction of wind..... N. W.			
19	64	68	60	1.53	Total movement of wind..... 5,987 miles.			
20	62	73	51	T	*Maximum velocity of wind, direc. and date.. 32—N. W.—2d.			
21	60	69	51	.42	<i>Total precipitation</i> 6.35 inches.			
22	54	58	49	T	No. of days on which .01 inch or more of precipitation fell.. 15			
23	54	62	47	.04	<i>Total prectipitation (in inches) for this month in</i>			
24	58	70	46	....	1871....2.03	1877....2.23	1883....1.22	1889.... 6.82
25	61	81	53	....	1872....1.42	1878....5.38	1884....3.17	1890.... 5.98
26	70	80	61	.46	1873....6.31	1879....2.74	1885....4.50	1891.... 3.11
27	60	64	56	.72	1874....1.92	1880....1.23	1886....7.07	1892.... 6.35
28	59	70	48	....	1875....1.49	1881....2.30	1887....2.57	1893....
29	64	73	56	.03	1876....4.94	1882....3.42	1888....4.22	1894....
30	72	79	65	T	Average precipitation for this month for 22 years..... 3.66			
31	72	81	63	....	Total excess in precipitation during month..... 2.80			
					Total excess in precipitation since January 1st..... 7.75			
					No. of cloudless days 9; Partly cloudy days 16; Cloudy days, 6			
					Dates of frost.....			
					C. P. CRONK,			
					Observer, Weather Bureau.			

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

Actual Mortality for the Month of June, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Abcess, Pelvic.....	....	1	....	....
“ of Liver.....	1	1	....	....
Angina Pectoris.....	1	....	....	....
Apoplexy.....	5	7	1	1
Asphyxia.....	....	1	2	....
Asthma.....	2	....	1	....
Asthenia.....	2	....	....	....
Atrophy.....	....	1	....	....
Atelectasis Pulmonum.....	....	1	....	....
Bright's Disease.....	6	8	....	1
Burns.....	1	1	....	....
Capillary Bronchitis.....	1	1	1	1
Cancer of Stomach.....	2	3	....	....
“ Abdomen.....	....	1	....	....
“ Rectum.....	....	1	....	....
“ Diffused.....	....	1	....	....
“ Liver.....	2	1	....	....
“ Kidney.....	....	1	....	....
“ Breast.....	....	3	....	1
“ Uterus.....	....	8	....	1
“ Pelvis.....	....	1	....	....
Child Birth.....	....	5	....	....
Chorea.....	....	1	....	....
Cholera Morbus.....	1	....	1	....
“ Infantum.....	47	44	8	9
Cirrhosis of Liver.....	4	....	....	....
Congestion of Brain.....	3	2	2	....
“ Lungs.....	2	....	....	....
Consumption of Lungs.....	21	23	11	14
Convulsions.....	13	7	4	4
“ Puerperal.....	....	2	....	....

Actual Mortality for the Month of June, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Croup	1	....	1	....
Calculus.....	....	....	1	....
Cyanosis.....	1	2	....	1
Dentition.....	12	6	3	1
Diabetes .....	....	1	....	....
Diarrhœa.....	2	8	....	....
Diphtheria.....	13	9	1	1
Disease of the Heart.....	12	9	3	3
Dropsy, General.....	....	1	....	1
Drowned	8	....	1	....
Dysentery.....	4	2	....	....
Enlarged Prostate.....	1	....	....	....
Endocarditis.....	1	2	....	....
Enterocolitis.....	15	5	1	1
Epilepsy.....	1	....	....	....
Fever, Malarial .....	....	....	....	1
" Remittent.....	1	....	....	....
" Scarlet.....	2	2	1	....
" Typhoid.....	4	1	1	2
" Puerperal .....	....	1	....	....
Fracture of Skull.....	3	1	1	....
" Femur.....	....	1	....	....
Gangrene Senile .....	....	1	....	....
" Foot.....	1	....	....	....
Gastroenteritis	7	4	4	1
Hernia, Strangulated.....	1	....	1	....
Hemorrhage of Brain	2	....	....	....
Hydrocephalus.....	....	1	2	1
Inanition.....	4	1	4	2
Intussusception .....	....	2	....	1
Inflammation of Brain.....	2	2	....	....

*Actual Mortality for the Month of June, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Bladder.....	1	....	....	....
“ Bowels.....	2	7	1	....
“ Stomach.....	3	4	2	3
“ Bronchi.....	3	9	4	2
“ Kidneys.....	10	7	3	2
“ Larynx.....	....	1	....	....
“ Liver.....	1	1	1	....
“ Peritonæum.....	4	....	....	....
“ Pleura.....	1	....	....	....
Intemperance.....	1	....	....	1
Insolation.....	1	1	....	....
Jaundice.....	....	1	....	....
Malignant Pustule.....	....	1	....	....
Myelitis.....	....	1	....	....
Marasmus.....	11	12	2	1
Meningitis.....	11	11	1	1
“ Tubercular.....	5	4	....	....
“ Cerebro Spinal.....	2	1	....	....
Measles.....	4	9	5	1
Neurasthenia.....	1	2	....	....
Old Age.....	10	19	....	2
Paralysis.....	4	15	1	3
Poison.....	1	1	....	....
Pneumonia.....	15	12	5	5
“ Broncho.....	3	2	....	....
“ Typhoid.....	....	1	....	....
“ Pluero.....	1	....	....	....
Premature Birth.....	2	14	3	1
Pott's Disease.....	1	....	....	....
Puerperal Peritonitis.....	....	1	....	2
Pyaemia.....	1	....	1	....

*Actual Mortality for the Month of June, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Rheumatism .....	.....	1	.....	.....
" Inflammatory	2	3	.....	.....
Stricture of Bowels	2	1	.....	.....
Sunstroke	2	.....	.....	.....
Scrofula .....	.....	.....	2	.....
Softening of Brain	1	1	.....	.....
Septicæmia .....	.....	1	.....	.....
Suicide.....	4	2	.....	.....
Syphilis	1	1	.....	.....
Suffocation in Sink	1	.....	.....	.....
Trismus Nascentium	1	1	.....	1
Tetanus.....	3	.....	.....	.....
Ulcer of Leg.....	2	.....	.....	.....
" Stomach.....	.....	.....	1	.....
Whooping Cough		1		
Wounds by Cars.....	4			
" Fall.....	2		1	
" Gunshot.....	1			
" Crushed.....	1	1		
Total	348	338	89	73

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Total Mortality for the Month of June, 1892.
Males and Females, White and Colored.

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year	134	114	37	21
Between 1 and 2 years	24	34	8	6
“ 2 and 5 years	21	18	7	3
Total under 5 years	179	166	52	30
Between 5 and 10 years	17	12	1	3
“ 10 and 15 years	6	3	....	1
“ 15 and 20 years	9	12	1	3
“ 20 and 30 years	17	14	11	8
“ 30 and 40 years	26	21	5	5
“ 40 and 50 years	22	21	5	10
“ 50 and 60 years	19	25	5	5
“ 60 and 70 years	31	24	6	1
“ 70 and 80 years	15	23	3	3
“ 80 and 90 years	6	15	....	2
“ 90 and 100 years	1	2	....	2
“ 100 and 110 years .....	....	....	....	....
Above 110 years .....	....	....	....	....
Total	348	338	89	73

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during June was 29.99 inches; mean temperature, 76°; total precipitation, 4.87 inches, an increase in precipitation during the month of .78 inches; prevailing direction of wind, *southwest*.

Mortality.—The total deaths were 848, an increase of 123, compared with the corresponding month of June, 1891. Of these 686 were whites and 162 colored; a death rate of 21.43 per thousand for the former and 27.38 per thousand for the latter. The death rate per thousand for the whole population was 22.36. 59 died from infectious diseases, 69 from consumption, 44 from pneumonia, 108 from cholera infantum, 22 from enterocolitis, 6 from dysentery, and 10 from diarrhœa. 427, or 50.35 per cent. of the total deaths, were in children under five years of age.

Infectious Diseases Reported.—During the month of June, 798 cases of infectious diseases were reported, a decrease of 836 compared with the preceding month.

Deaths in Hospitals.—*Ninety-one* deaths occurred in public institutions, of which twelve were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of June, 1892.

DATE.	TEMPERATURE.			Precipitation in ins. and hundredths.	SUMMARY.			
	Mean.	Maxim.	Minim.					
1	76	85	68	....	Mean Barometer.....	29.99		
2	77	86	68	....	Highest barometer.....	30.26, date.....	1st	
3	78	87	69	....	Lowest barometer.....	29.65, date.....	27th	
4	76	82	69	.01	Mean Temperature.....	76		
5	76	83	68	.27	Highest temp..94, date..14th; Lowest temp..54, date....	11th		
6	76	84	67	....	Greatest daily range of temperature.....	27, date.....	12th	
7	74	83	66	....	Least daily range of temperature.....	8, date.....	24th	
8	67	72	62	.57	Mean Temperature for this month in			
9	72	84	61	.37	1871.....74	1877.....74	1883.....75	1889.....71
10	68	73	63	T	1872.....75	1878.....70	1884.....73	1890.....75
11	66	79	54	....	1873.....74	1879.....73	1885.....73	1891.....72
12	72	86	59	....	1874.....76	1880.....75	1886.....70	1892.....76
13	80	93	67	....	1875.....74	1881.....71	1887.....72	1893.....
14	81	94	68	....	1876.....76	1882.....74	1888.....73	1894.....
15	79	85	73	T	Mean temperature for this month for 22 years.....	74		
16	77	87	67	....	Total deficiency in temperature during month.....	1.05		
17	80	91	70	.07	Total deficiency in temperature since January 1st.....	1.36		
18	80	90	70	.11	Prevailing direction of wind.....	S. W.		
19	78	91	66	....	Total movement of wind.....	5,635 miles.		
20	78	86	71	.38	*Maximum velocity of wind, direction and date 42—S.W.—	27th		
21	80	89	71	.06	Total precipitation.....	4.87 inches.		
22	80	87	73	T	No. of days on which .01 inch or more of precipitation fell..	13		
23	80	93	68	.46	Total precipitation (in inches) for this month in			
24	79	83	75	....	1871....2.82	1877....3.53	1883....8.08	1889.... 6.17
25	77	84	10	.34	1872....4.16	1878....4.09	1884....2.51	1890.... 2.42
26	73	81	65	....	1873.... .94	1879....3.92	1885....6.31	1891.... 5.45
27	16	86	66	1.58	1874....1.11	1880....5.48	1886....5.64	1892....
28	72	77	67	.02	1875....2.85	1881....7.81	1887....4.44	1893....
29	74	84	64	....	1876....4.09	1882....2.30	1888....3.22	1894....
30	72	83	61	.63	Average precipitation for this month for 22 years.....	4.19		
					Total excess in precipitation during month.....	.78		
					Total excess in precipitation since January 1st.....	8.53		
					No. of cloudless days 8; Partly cloudy days 19; Cloudy days 3.			
					Dates of frost.....			

C. P. CRONK,

Observer, Weather Bureau.

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

*Actual Mortality for the Month of July, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Appendicitis.....	1	.....	.....	.....
Addison's Disease.....	1	.....	.....	.....
Angina Pectoris.....	.....	3	.....	.....
Apoplexy.....	11	7	.....	.....
Asphyxia.....	1	.....	.....	.....
Aneurism of Aorta.....	.....	.....	.....	1
Ascites.....	.....	1	.....	.....
Asthenia.....	2	3	2	1
Atrophy.....	1	.....	.....	.....
Atelectasis Pulmonum.....	1	.....	.....	.....
Bright's Disease.....	8	4	3	2
Capillary Bronchitis.....	3	.....	3	.....
Carbuncle.....	1	1	.....	.....
Cancer of Stomach.....	2	4	.....	.....
“ Cervix.....	.....	1	.....	.....
“ Eye.....	1	.....	.....	.....
“ Breast.....	1	3	.....	2
“ Uterus.....	.....	4	.....	3
Child Birth.....	.....	3	.....	.....
Cholera Morbus.....	11	8	1	.....
“ Infantum.....	162	107	33	35
Cirrhosis of Liver.....	6	4	.....	.....
Congestion of Brain.....	3	1	2	.....
“ Lungs.....	2	2	1	.....
Consumption of Lungs.....	23	33	16	17
Convulsions.....	14	18	9	5
“ Puerperal.....	.....	1	.....	1
Croup.....	2	2	1	.....
Cyanosis.....	3	.....	2	.....
Dentition.....	12	10	3	5
Diabetes.....	3	2	.....	.....

Actual Mortality for the Month of July, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Delirium Tremens	1	....	....	....
Diarrhœa	13	18	4	6
Diphtheria	6	2	....	3
Disease of the Heart	15	13	4	7
Dropsy, General	1	1	....	....
Drowned	8	....	5	....
Dysentery	22	13	4	8
Endocarditis	2	....	....	2
Enterocolitis	26	33	4	2
Erysipelas	1	....	....	....
Fever, Malarial	1	....	1	....
" Remittent .....	....	1	....	....
" Scarlet	1	1	....	....
" Typhoid	5	5	3	3
" Typho-Malarial	1	3	1	....
Fracture of Skull	2	....	....	....
" Femur .....	....	1	....	....
Gastroenteritis	16	19	8	6
Hernia, Strangulated	1	1	....	....
Hemorrhage of Naval .....	....	1	....	....
" Brain	1	4	....	....
" Lungs	1	....	....	....
" Post Partem .....	....	1	....	....
" Uterus .....	....	1	....	....
Hydrocephalus	1	1	....	....
Hæmatemesis	1	....	....	....
Inanition	11	4	3	4
Indigestion .....	....	3	....	....
Inflammation of Brain	1	2	1	1
" Bladder	2	....	....	....
" Bowels	11	13	1	2

*Actual Mortality for the Month of July, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Stomach.....	5	4	....	4
“ Bronchi.....	6	8	3	3
“ Kidneys.....	8	9	1	3
“ Liver.....	1	....	1	....
“ Peritonæum.....	2	5	1	2
“ Pleura.....	4	....	....	....
Intemperance.....	2	3	....	....
Ileus.....	1	....	....	....
Jaundice.....	3	....	....	1
Malformation.....	....	....	1	....
Marasmus.....	20	21	1	13
Meningitis.....	14	13	2	2
“ Tubercular.....	3	3	....	....
“ Cerebro Spinal.....	1	3	1	....
Measles.....	3	3	....	1
Murder.....	....	....	1	....
Necrosis.....	....	....	....	1
Neurasthenia.....	1	....	....	2
Old Age.....	11	22	....	3
Otorrhoea.....	1	....	....	....
Paralysis.....	8	17	1	4
Ptyalism.....	....	....	1	....
Pneumonia.....	10	8	5	3
“ Typhoid.....	..	1	1	....
“ Broncho.....	....	2	....	....
Premature Birth.....	2	7	3	2
Progressive Locomotor Ataxia.....	....	2	....	1
Prolonged Labor.....	1	....	....	....
Pott's Disease.....	....	1	....	....
Puerperal Peritonitis.....	....	2	....	....
Puerperal Septicæmia.....	....	....	....	1

*Actual Mortality for the Month of July, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Pyaemia		1		
Rheumatism, Inflammatory		1		
Stricture of Bowels				1
Sunstroke	59	34	9	1
Scrofula			1	
Softening of Brain	3	2		
Suicide	2	1		
Syphilis	1	1	1	1
Trismus Nascentium	1	2		1
Tumor, Cerebral		1		
Ulcer of Stomach	1			
Uræmia	1	1		2
Unknown Adult	1			
" Infant	1	2		
Whooping Cough	2	4		
Wounds by Cars	2			
" Fall	3		1	1
" Gunshot		1		
" Crushed	1		1	
Total	611	548	151	169

*Total Mortality for the Month of July, 1892.
Males and Females, White and Colored.*

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year	262	206	81	78
Between 1 and 2 years	70	63	8	12
“ 2 and 5 years	27	22	1	3
Total under 5 years	359	291	90	93
Between 5 and 10 years	16	9	4	6
“ 10 and 15 years	9	5	3	2
“ 15 and 20 years	11	8	4	7
“ 20 and 30 years	32	21	13	9
“ 30 and 40 years	27	25	10	12
“ 40 and 50 years	34	31	8	10
“ 50 and 60 years	35	36	11	8
“ 60 and 70 years	43	48	8	11
“ 70 and 80 years	32	50	....	7
“ 80 and 90 years	12	20	....	2
“ 90 and 100 years	1	4	....	2
“ 100 and 110 years . . . . .	....	....	....	....
Above 110 years . . . . .	....	....	....	....
Total	611	548	151	169

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during July was 30.07 inches; mean temperature, 76°; total precipitation, 4.07 inches, a deficiency of precipitation during the month of .87 inches; prevailing direction of wind, *northwest and southwest*.

Mortality.—The total deaths were 1,479, an increase of 383, compared with the corresponding month of July, 1891. Of these 1,159 were whites and 320 colored; a death rate of 36.22 per thousand for the former and 54.08 per thousand for the latter. The death rate per thousand for the whole population was 39.00. 31 died from infectious diseases, 89 from consumption, 30 from pneumonia, 337 from cholera infantum, 65 from enterocolitis, 47 from dysentery, 41 from diarrhœa, and 103 sunstroke. 833, or 56.25 per cent. of the total deaths, were in children under 5 years of age.

Infectious Diseases Reported.—During the month of July 271 cases of infectious diseases were reported, a decrease of 527 compared with the preceding month.

Deaths in Hospitals.—*Eighty-three* deaths occurred in public institutions, of which eleven were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of July, 1892.

DATE.	TEMPERATURE.			Precipitation in inches and hundredths.	SUMMARY.
	Mean.	Maxim.	Minim.		
1	70	75	64	.06	Mean Barometer..... 30.07
2	70	79	60	...	Highest barometer..... 30.51, date..... 7th
3	77	87	67	.81	Lowest barometer..... 29.78, date..... 3d
4	68	75	61	...	Mean Temperature..... 76
5	66	75	58	...	Highest temp..99, date..26th; Lowest temp..53, date.... 5th
6	68	77	60	T	Greatest daily range of temperature..... 23, date.... 28th
7	70	80	61	...	Least daily range of temperature..... 7, date.... 11th
8	71	82	60	...	Mean Temperature for this month in
9	74	85	62	...	1871.....76 1877.....78 1883.....77 1889..... 76
10	76	86	66	...	1872.....82 1878.....81 1884.....75 1890..... 75
11	74	77	70	.70	1873.....79 1879.....79 1885.....80 1891..... 72
12	76	85	66	...	1874.....79 1880.....77 1886.....74 1892..... 76
13	80	91	68	...	1875.....78 1881.....79 1887.....80 1893..... ..
14	76	84	68	.58	1876.....81 1882.....77 1888.....74 1894..... ..
15	80	90	70	T	Mean temperature for this month for 22 years..... .78
16	76	80	72	...	Total deficiency in temperature during month..... .68
17	68	76	59	...	Total deficiency in temperature since January 1st..... 2.54
18	70	80	60	...	Prevailing direction of wind..... N. W. & S. W.
19	72	77	67	.03	Total movement of wind..... 4,451 miles.
20	78	88	67	...	*Maximum velocity of wind, direc. and date... 36—S. W.—3d.
21	75	83	67	...	Total precipitation..... 4.07 inches.
22	76	85	66	T	No. of days on which .01 inch or more of precipitation fell.. 9
23	78	89	67	.42	Total precipitation (in inches) for this month in
24	84	94	73	...	1871... 6.15 1877...4.60 1883...3.10 1889.... 11.03
25	86	97	76	...	1872...1.58 1878...4.66 1884...9.43 1890.... 3.61
26	88	99	77	...	1873...2.90 1879...3.16 1885...2.67 1891.... 7.79
27	88	97	80	T	1874...4.30 1880...6.47 1886...8.08 1892.... 4.07
28	84	95	72	.62	1875...4.78 1881...1.40 1887...8.32 1893.... ..
29	86	97	76	...	1876...5.64 1882...4.02 1888...2.82 1894.... ..
30	82	91	74	.15	Average precipitation for this month for 22 years..... 5.03
31	82	90	73	.64	Total deficiency in precipitation during month..... .87
					Total excess in precipitation since January 1st..... 7.66
					No. of cloudless days 16; Partly cloudy days 12; Cloudy days 3
					Dates of frost..... ..
					C. P. CRONK,
					Observer, Weather Bureau.

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

Actual Mortality for the Month of August, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Appendicitis.....	2	....	....	....
Asthma.....	1	2	1	....
Anæmia Pernicious.....	1	1	....	....
Angina Pectoris.....	1	....	....	....
Albuminuria.....	....	....	....	1
Apoplexy.....	8	5	....	4
Asphyxia.....	....	....	1	....
Ascites.....	....	1	....	....
Asthénia.....	3	3	....	....
Atelectasis Pulmonum.....	1	....	....	....
Bright's Disease.....	2	3	1	....
Burns.....	....	....	....	1
Capillary Bronchitis.....	1	2	1	1
Carbuncle.....	....	....	....	1
Cancer of Stomach.....	1	1	....	1
“ Cervix.....	....	1	....	....
“ Tongue.....	1	....	....	....
“ Breast.....	....	3	....	2
“ Uterus.....	....	2	....	2
Child Birth.....	....	2	....	....
Cholera Morbus.....	1	....	....	....
“ Infantum.....	68	60	13	20
Cirrhosis of Liver.....	1	2	1	....
Congestion of Brain.....	....	1	....	....
“ Lungs.....	2	1	....	....
Consumption of Lungs.....	23	38	11	8
Concussion of Brain.....	1	....	....	....
Convulsions.....	7	4	7	4
“ Puerperal.....	....	3	....	....
Croup.....	....	1	....	....
Cyanosis.....	2	3	1	....

Actual Mortality for the Month of August, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Dentition.....	5	9	1	2
Diabetes.....	1	2	....	....
Diarrhœa.....	9	8	1	3
Diphtheria.....	2	4	....	....
Disease of the Heart.....	10	11	1	4
Dropsy, Cardiac.....	....	1	1	....
" Ovarian.....	....	1	....	....
Drowned.....	4	1	2	....
Dysentery.....	10	10	1	2
Endocarditis.....	3	2	....	....
Enterocolitis.....	15	10	2	1
Erysipelas.....	....	1	....	....
Fever, Intermittent.....	....	1	....	....
" Malarial.....	2	1	....	....
" Scarlet.....	1	1	....	....
" Typhoid.....	11	16	3	....
" Typho-Malarial.....	2	4	....	1
Fracture of Skull.....	1	....	....	....
" Femur.....	....	2	....	....
Gangrene, Foot.....	....	1	....	....
Gastroenteritis.....	18	13	2	4
Hernia, Cerebral.....	1	....	....	....
" Strangulated.....	1	1	....	....
Hemorrhage of Brain.....	1	....	....	2
" Lungs.....	2	....	....	1
" Bowels.....	1	1	....	....
Hodgkin's Disease.....	1	....	....	....
Hydrocephalus.....	2	....	....	....
Hæmatemesis.....	....	1	1	....
Inanition.....	9	9	4	....
Inflammation of Brain.....	2	4	....	....

Actual Mortality for the Month of August, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Bladder.....	1	.....	.....	.....
“ Bowels.....	14	5	2	2
“ Stomach.....	7	3	4	2
“ Bronchi.....	4	4	1	5
“ Kidneys.....	5	5	2	3
“ Liver.....	.....	1	.....	.....
“ Pericardium.....	2	.....	.....	.....
“ Peritonæum.....	1	1	.....	.....
Iscuria.....	1	.....	.....	.....
Jaundice.....	4	.....	.....	.....
Lithotomy.....	1	.....	.....	.....
Metritis.....	.....	1	.....	.....
Marasmus.....	28	22	4	.....
Meningitis.....	10	9	5	.....
“ Tubercular.....	3	1	.....	.....
“ Cerebro Spinal.....	2	1	.....	.....
Measles.....	5	1	.....	.....
Murder.....	1	.....	1	.....
Old Age.....	13	18	.....	4
Paralysis.....	5	6	3	1
Poison.....	.....	1	.....	.....
Pneumonia.....	5	3	2	7
“ Typhoid.....	1	.....	.....	1
“ Broncho.....	.....	3	.....	1
Premature Birth.....	5	3	1	1
Progressive Locomotor Ataxia.....	1	.....	.....	.....
Phlebitis.....	1	.....	.....	.....
Pott's Disease.....	.....	1	.....	.....
Puerperal Peritonitis.....	.....	.....	.....	1
Purpura.....	.....	1	.....	.....
Rheumatism.....	.....	1	.....	.....

Actual Mortality for the Month of August, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Scalds	1	.....	.....	.....
Stricture of Bowels. ....	.....	1	.....	.....
Sunstroke	9	7	1	.....
Softening of Brain. ....	.....	2	.....	1
Septicæmia	1	.....	.....	.....
Suicide.	5	2	.....	.....
Syphilis. ....	.....	.....	1	.....
Trismus Nascentium.	6	.....	.....	.....
Tabes Mesenterica	1	2	.....	.....
Tumor, Ovarian. ....	.....	2	.....	.....
“ Cerebral. ....	.....	1	.....	.....
Uræmia	1	2	.....	.....
Unknown Infantile.	1	1	.....	.....
Whooping Cough. ....	.....	1	.....	1
Wounds by Cars.	4	2	1	.....
“ Fall. ....	.....	1	.....	.....
“ Gunshot.	2	.....	.....	.....
“ Crushed.	1	.....	2	.....
“ Blow.	1	.....	.....	.....
“ Explosion. ....	.....	.....	.....	1
Total	394	369	86	96

*Total Mortality for the Month of August, 1892.
Males and Females, White and Colored.*

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year.	162	131	47	33
Between 1 and 2 years.....	52	42	3	7
“ 2 and 5 years.....	16	9	3	5
Total under 5 years.....	230	182	53	45
Between 5 and 10 years.....	6	8	3	4
“ 10 and 15 years.....	5	3	....	2
“ 15 and 20 years.....	7	9	2	4
“ 20 and 30 years.....	28	29	8	7
“ 30 and 40 years.....	24	25	3	5
“ 40 and 50 years.....	23	20	6	8
“ 50 and 60 years.....	22	26	6	10
“ 60 and 70 years.....	20	28	3	4
“ 70 and 80 years.....	17	22	2	3
“ 80 and 90 years.....	11	14	....	3
“ 90 and 100 years.....	1	2	....	....
“ 100 and 110 years.....	....	1	....	1
Above 110 years.....	....	....	....	....
Total.....	394	369	86	96

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during August was 30.01 inches; mean temperature, 76°; total precipitation, 1.83 inches, a deficiency of precipitation during the month of 2.65 inches; prevailing direction of wind, *northwest*.

Mortality.—The total deaths were 945, an increase of 88, compared with the corresponding month of August, 1891. Of these 763 were whites and 182 colored; a death rate of 23.32 per thousand for the former, and 30.76 per thousand for the latter. The death rate per thousand for the whole population was 24.92. 11 died from infectious diseases, 80 from consumption, 23 from pneumonia, 161 from cholera infantum, 28 from enterocolitis, 23 from dysentery, and 21 from diarrhœa, and 17 sunstroke. 510, or 53.96 per cent. of the total deaths, were in children under five years of age.

Infectious Diseases Reported.—During the month of August, 137 cases of infectious diseases were reported, a decrease of 134 compared with the preceding month.

Deaths in Hospitals.—*Seventy-two* deaths occurred in public institutions, of which nine were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of August, 1892.

DATE.	TEMPERATURE.			Precipitation in ins. and hundredths.	SUMMARY.			
	Mean.	Maxim.	Minim.					
1	76	80	71	....	Mean Barometer...	30.01		
2	77	83	71	.84	Highest barometer.....	30.19, date.....	23d	
3	76	86	66	....	Lowest barometer.....	29.74, date.....	25th	
4	80	88	71	.03	Mean Temperature.....	76		
5	74	84	64	.19	Highest temp..95, date..10th; Lowest temp..60, date....	29th		
6	75	85	65	....	Greatest daily range of temperature.....	22, date.....	20th	
7	76	84	68	....	Least daily range of temperature.....	9, date....	1st	
8	77	86	68	....	Mean Temperature for this month in			
9	84	95	74	....	1871..... 77	1877.....71	1883.....73	1889..... 72
10	86	95	76	.04	1872.....80	1878.....76	1884.....75	1890..... 74
11	83	92	74	.28	1873.....74	1879.....75	1885.....75	1891..... 74
12	78	83	72	T	1874.....73	1880.....74	1886.....74	1892..... 76
13	72	81	63	....	1875.....74	1881.....77	1887.....73	1893..... ..
14	71	80	62	....	1876.....76	1882.....74	1888.....75	1894..... ..
15	76	87	65	....	Mean temperature for this month for 22 years.....	.75		
16	78	88	68	....	Total excess in temperature during month.....	.56		
17	76	86	65	....	Total deficiency in temperature since January 1st.....	1.98		
18	80	89	72	....	Prevailing direction of wind.....	N. W.		
19	76	84	67	....	Total movement of wind.....	4.536 miles.		
20	76	87	65	....	*Maximum velocity of wind, direction and date 35—N.W—10th			
21	78	87	69	.08	Total precipitation.....	1.83 inches.		
22	75	83	67	.02	No. of days on which .01 inch or more of precipitation fell..	10		
23	74	86	67	T	Total precipitation (in inches) for this month in			
24	76	83	68	.04	1871....3.41	1877....4.64	1883....2.72	1889.... 1.40
25	79	85	73	.27	1872....4.59	1878....4.82	1884....1.74	1890.... 6.44
26	76	85	66	.04	1873....9.49	1879....6.71	1885....7.78	1891.... 4.24
27	68	74	63	T	1874....3.47	1880....4.44	1886....3.94	1892.... 1.83
28	72	81	63	T	1875....8.67	1881....2.15	1887....4.15	1893.... ..
29	69	78	60	....	1876....1.76	1882....5.10	1888....6.17	1894.... ..
30	73	80	66	....	Average precipitation for this month for 22 years.....	4.35		
31	78	82	73	....	Total deficiency in precipitation during month.....	2.65		
					Total excess in precipitation since January 1st.....	5.01		
					No. of cloudless days 11; Partly cloudy days 6; Cloudy days 4.			
					Dates of frost.....			
					C. P. CRONK,			
					Observer, Weather Bureau.			

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation

*To be taken from any five minute record.

Actual Mortality for the Month of September, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Abscess, Pulmonary.....	....	1	....	....
Appendicitis.....	1	....	....	....
Asthma.....	....	1	1	....
Anæmia.....	....	....	1	....
Arterial Sclerosis.....	1	....	....	....
Angina Pectoris.....	....	1	....	....
Atheroma.....	....	1	....	....
Apoplexy.....	8	5	....	....
Asphyxia.....	....	1	....	....
Abortion.....	....	1	....	....
Asthenia.....	4	2	....	....
Atelectasis Pulmonum.....	....	1	....	1
Bright's Disease.....	7	5	....	2
Burns.....	....	2	1	....
Capillary Bronchitis.....	1	2	....	2
Catarrh.....	1	....	....	1
Carbuncle.....	2	....	....	....
Cancer of Stomach.....	5	4	....	....
“ Ovarian.....	....	1	....	....
“ Nose.....	1	....	....	....
“ Liver.....	1	5	....	1
“ Breast.....	....	2	....	....
Child Birth.....	....	1	....	....
Cholera Infantum.....	16	14	4	3
Cirrhosis of Liver.....	5	1	....	....
Congestion of Brain.....	2	2	....	....
“ Lungs.....	1	2	....	1
Consumption of Lungs.....	35	23	11	9
Concussion of Brain.....	2	....	....	....
Convulsions.....	8	6	3	5
“ Puerperal.....	....	2	....	....

*Actual Mortality for the Month of September, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Croup	2	1	....	....
Dentition	4	3	....	1
Diabetes .....	....	1	....	....
Dyspepsia .....	....	1	....	....
Diarrhœa	3	6	....	2
Diphtheria	11	10	1	....
Disease of the Heart	11	7	5	7
Dropsy, General .....	....	1	1	....
Drowned	7	1	1	....
Dysentery	4	8	1	2
Enlarged Prostate .....	....	....	1	....
Endocarditis	1	....	1	....
Enterocolitis	7	7	....	1
Erysipelas .....	....	1	....	....
Embolism .....	....	....	....	1
Fever, Malarial	1	4	....	1
" Remittent .....	....	3	....	....
" Scarlet .....	....	1	....	....
" Typhoid	10	12	2	2
" Typho-Malarial	2	6	....	....
" Puerperal .....	....	....	....	1
Fracture of Skull	1	....	2	....
" Femur .....	....	1	1	....
Gangrene of Lungs .....	....	1	....	....
" Mouth .....	....	1	....	....
Gastroenteritis	8	5	1	2
Hemorrhage of Uterus .....	....	1	....	....
" Brain	1	....	....	....
" Lungs	1	1	....	....
" Bowels .....	....	1	....	....
" Post Partem .....	....	1	....	....

*Actual Mortality for the Month of September, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Hydrocephalus.....		1	1	....
Hæmoptysis.....		....	1	....
Inanition.....	2	3	4	4
Indigestion.....	1	2	....	....
Insanity.....	2	1	....	....
Intussusception.....		2	....	....
Inflammation of Brain.....	1	1	....	....
“ Bladder.....	2	....	....	....
“ Bowels.....	2	3	....	3
“ Stomach.....	6	3	....	....
“ Bronchi.....	8	4	4	2
“ Kidneys.....	1	6	....	2
“ Liver.....	1	1	....	....
“ Peritonæum.....	1	4	....	1
“ Pleura.....		2	....	....
Intemperance.....	1	....	....	....
Iscuria.....	1	....	....	....
Laparatomy.....		1	....	....
Leucocythæmia.....		1	....	....
Malformation.....	1	....	....	....
Marasmus.....	24	13	7	6
Meningitis.....	9	3	2	....
“ Tubercular.....	1	4	....	....
“ Cerebro Spinal.....	2	....	....	....
Measles.....		1	....	....
Neurasthenia.....		1	....	....
Old Age.....	5	11	1	1
Osteo Sarcoma.....	1	....	....	....
Paralysis.....	6	6	1	3
Poison.....	1	....	....	....
Pneumonia.....	13	8	5	7

*Actual Mortality for the Month of September, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Pneumonia, Typhoid.....	1	1	1	....
“ Broncho.....	1	2	....	....
“ Pleuro.....	....	1	....	....
Premature Birth.....	9	5	3	2
Prolonged Labor.....	....	2	....	....
Puerperal Peritonitis.....	....	2	....	1
Pyæmia.....	....	1	....	....
Rheumatism.....	....	....	1	....
“ Inflammatory.....	....	1	....	....
Scalds.....	1	....	....	....
Stricture of Bowels.....	....	2	....	1
“ Rectum.....	1	....	....	....
Scrofula.....	....	....	....	1
Softening of Brain.....	1	2	....	....
Suicide.....	4	1	....	....
Syphilis.....	1	1	....	....
Tetanus.....	3	....	....	....
Trismus Nascentium.....	2	1	1	....
Tabes Mesenterica.....	1	1	....	....
Tumor, Ovarian.....	....	2	....	....
Ulcer of Throat.....	1	....	....	....
Unknown Adult.....	....	1	....	....
“ Infantile.....	....	....	....	1
Whooping Cough.....	....	....	2	....
Wounds by Cars.....	5	....	....	....
“ Fall.....	4	3	....	....
“ Pistolshot.....	....	1	....	....
“ Crushed.....	4	....	....	....
Total.....	306	283	72	80

*Total Mortality for the Month of September, 1892.
Males and Females, White and Colored.*

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year.	89	66	27	27
Between 1 and 2 years.	23	22	8	9
“ 2 and 5 years.	17	15	7	4
Total under 5 years.	129	103	42	40
Between 5 and 10 years.	12	9	1	3
“ 10 and 15 years.	7	1	1	2
“ 15 and 20 years.	17	10	2	6
“ 20 and 30 years.	30	40	7	9
“ 30 and 40 years.	23	25	3	6
“ 40 and 50 years.	21	16	5	5
“ 50 and 60 years.	23	23	3	3
“ 60 and 70 years.	26	20	5	2
“ 70 and 80 years.	16	21	2	3
“ 80 and 90 years.	1	12	1	1
“ 90 and 100 years.	1	3	....	....
“ 100 and 110 years. ....	....	....	....	....
Above 110 years. ....	....	....	....	....
Total.	306	283	72	80

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during September was 30.17 inches; mean temperature, 66°; total precipitation, 2.36 inches, a deficiency of precipitation during the month of 1.48 inches; prevailing direction of wind, *southeast*.

Mortality.—The total deaths were 741, a decrease of 19, compared with the corresponding month of September, 1891. Of these 589 were whites and 152 colored; a death rate of 18.40 per thousand for the former and 25.69 per thousand for the latter. The death rate per thousand for the whole population was 19.54. 29 died from infectious diseases, 78 from consumption, 40 from pneumonia, 37 from cholera infantum, 15 from enterocolitis, 11 from diarrhœa, 15 from dysentery, and 26 from typhoid fever. 314, or 42.37 per cent. of the total deaths, were in children under five years of age.

Infectious Diseases Reported.—During the month of September, 103 cases of infectious diseases were reported, a decrease of 34 compared with the preceding month.

Deaths in Hospitals.—*Eighty five* deaths occurred in public institutions, of which eleven were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of September, 1892.

DATE.	TEMPERATURE.			Precipitation in ins. and hundredths.	
	Mean.	Maxim.	Minim.		
1	58	64	70	...	Mean Barometer..... 30.17
2	50	61	72	...	Highest barometer..... 30.42, date..... 8th
3	62	69	76	...	Lowest barometer..... 29.74, date..... 13th
4	60	68	77	...	Mean Temperature..... 66
5	58	73	88	...	Highest temp..88, date.. 5th; Lowest temp..49, date.... 15th
6	62	68	74	.01	Greatest daily range of temperature..... 30, date.... 5th
7	52	63	74	...	Least daily range of temperature..... 7, date.... 20th
8	55	62	68	...	Mean Temperature for this month in
9	58	66	73	.24	1871....63 1877.....68 1883.....65 1889..... 65
10	58	66	74	...	1872..... 69 1878.....69 1884.....72 1890..... 68
11	55	64	74	T	1873.....67 1879.....65 1885.....67 1891..... 71
12	61	70	79	...	1874.....70 1880.....68 1886.....70 1892..... 66
13	62	69	76	.39	1875.....66 1881.....77 1887.....65 1893..... ..
14	62	69	76	.85	1876..... 65 1882.....69 1888.....64 1894..... ..
15	49	60	71	.01	Mean temperature for this month for 22 years..... .68
16	53	65	77	...	Total deficiency in temperature during month..... .61
17	56	66	77	...	Total deficiency in temperature since January 1st..... 2.59
18	57	68	78	...	Prevailing direction of wind..... S. E.
19	60	72	85	...	Total movement of wind.....4,867 miles.
20	59	62	66	...	*Maximum velocity of wind, direc. and date..38—N. W.—26th
21	55	60	66	.09	Total precipitation 2.36 inches.
22	62	66	70	.27	No. of days on which .01 inch or more of precipitation fell.. 9
23	65	70	76	.34	Total precipitation (in inches) for this month in
24	66	72	79	T	1871... 2.22 1877...5.27 1883...3.49 1889.... 4.59
25	61	72	84	.16	1872...5.06 1878.... .82 1884.... .09 1890.... 4.76
26	62	66	70	...	1873...3.70 1879...2.72 1885...1.30 1891.... 5.46
27	52	62	71	...	1874...4.83 1880...1.78 1886...1.90 1892.... 2.36
28	53	66	80	...	1875...3.62 1881...2.98 1887...2.80 1893..... ..
29	58	64	70	...	1876...10.52 1882...9.38 1888...4.90 1894..... ..
30	58	61	72	...	Average precipitation for this month for 22 years..... 3.84
31	..	..	..	...	Total deficiency in precipitation during month..... 1.48
					Total excess in precipitation since January 1st..... 3.53
					No. of cloudless days 19; Partly cloudy days 6; Cloudy days 5
					Dates of frost.....
					C. P. CRONK,
					Observer, Weather Bureau.

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

*Actual Mortality for the Month of October, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Abscess, Psoas.....	1	.....	.....	.....
“ Cerebral.....	.....	.....	1	.....
Appendicitis.....	1	.....	.....	.....
Albuminuria.....	2	1	.....	.....
Apoplexy.....	11	1	2	2
Asphyxia.....	.....	1	.....	.....
Asthma.....	2	3	.....	.....
Aneurism of Aorta.....	1	.....	.....	1
Asthenia.....	4	2	1	1
Bright's Disease.....	9	6	2	1
Burns.....	2	4	.....	.....
Capillary Bronchitis.....	3	1	1	2
Cancer of Stomach.....	2	2	.....	.....
“ Testes.....	1	.....	.....	.....
“ Diffused.....	.....	.....	.....	1
“ Liver.....	1	2	.....	.....
“ Head.....	1	.....	.....	.....
“ Mouth.....	1	.....	.....	.....
“ Breast.....	.....	1	.....	.....
“ Uterus.....	.....	4	.....	.....
“ Tongue.....	1	.....	.....	.....
Calculus.....	.....	1	.....	.....
Cholera Morbus.....	.....	1	.....	.....
“ Infantum.....	3	5	2	2
Cirrhosis of Liver.....	2	.....	.....	.....
Congestion of Brain.....	3	5	1	.....
“ Lungs.....	3	2	1	.....
Consumption of Lungs.....	29	44	15	17
Convulsions.....	5	9	2	6
Croup.....	.....	1	.....	.....
Cyanosis.....	2	.....	.....	.....

Actual Mortality for the Month of October, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Dentition.....	3	2	1	1
Diabetes.....	3	.....	.....	.....
Diarrhœa.....	4	6	6	2
Diphtheria.....	18	15	2	1
Disease of the Heart.....	11	15	4	1
Dropsy, General.....	1	1	.....	.....
Drowned.....	.....	.....	.....	1
Dysentery.....	3	3	3	.....
Endocarditis.....	3	.....	.....	1
Enterocolitis.....	5	3	2	.....
Fever, Intermittent.....	.....	1	.....	1
" Malarial.....	3	.....	.....	1
" Remittent.....	.....	1	.....	.....
" Scarlet.....	3	3	.....	.....
" Typhoid.....	13	15	1	.....
" Typho-Malarial.....	1	1	.....	.....
Fracture of Skull.....	3	.....	.....	.....
" Femur.....	.....	1	.....	.....
Gastroenteritis.....	5	5	2	1
Hernia, Strangulated.....	.....	1	.....	.....
Hemorrhage of Brain.....	3	1	.....	1
" Navel.....	.....	.....	.....	1
Hydrocephalus.....	2	.....	.....	.....
Inanition.....	5	5	4	7
Indigestion.....	.....	1	.....	.....
Insanity.....	.....	2	.....	.....
Intussusception.....	.....	1	.....	.....
Inflammation of Brain.....	3	2	.....	.....
" Bowels.....	2	2	1	1
" Stomach.....	2	2	.....	1
" Bronchi.....	6	4	2	3

Actual Mortality for the Month of October, 1892.
Male and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Kidneys.....	11	4	2	1
“ Pericardium		1		
“ Peritonæum	1		1	1
Intemperance	2		1	
Jaundice	3			
Laparotomy		1		
Leucocythæmia	1			
Marasmus	12	8	3	4
Meningitis.....	6	6	1	2
“ Tubercular.....		2	1	1
“ Cerebro Spinal.....		1		
Measles.....	2			
Neurasthenia			1	
Old Age.....	7	12	2	4
Osteo Myelitis	1			
Paralysis.....	13	8	1	1
Poison		1		
Pneumonia	16	19	6	4
“ Typhoid.....	2			
“ Broncho.....	3	4		1
Premature Birth.....	10	2	3	
Proctitis.....		1		
Puerperal Peritonitis.....		3		1
“ Septicæmia		1		
Pyæmia.....	1			
Rheumatism			1	
“ Inflammatory.....	1			
Scalds.....	1	1	1	
Scrofula.....	1	1	1	
Septicæmia	1			1
Suicide.....		1		

*Actual Mortality for the Month of October, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Syphilis	1	....	2	1
Tetanus	2	....	....	....
Tumor, Ovarian .....	....	....	....	1
Trismus Nascentium	2	1	1	....
Uræmia	1	....	....	1
Unknown Infant .....	....	....	2	....
Whooping Cough .....	....	3	1	1
Wounds by Cars	5	....	....	....
“ Fall	12	1	....	....
“ Gunshot .....	....	....	1	....
“ Crushed	1	....	....	....
Total	311	271	88	82

*Total Mortality for the Month of October, 1892.
Males and Females, White and Colored.*

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year.....	69	60	32	29
Between 1 and 2 years.....	19	18	7	5
“ 2 and 5 years.....	19	19	5	5
Total under 5 years.....	107	97	44	39
Between 5 and 10 years.....	16	11	3	3
“ 10 and 15 years.....	4	2	1	....
“ 15 and 20 years.....	12	9	1	7
“ 20 and 30 years.....	31	30	5	5
“ 30 and 40 years.....	31	19	13	10
“ 40 and 50 years.....	26	18	6	7
“ 50 and 60 years.....	26	22	5	5
“ 60 and 70 years.....	21	27	4	2
“ 70 and 80 years.....	28	20	5	....
“ 80 and 90 years.....	9	14	1	3
“ 90 and 100 years.....	....	2	....	1
“ 100 and 110 years.....	....	....	....	....
Above 110 years.....	....	....	....	....
Total.....	311	271	88	82

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during October was 30.05 inches; mean temperature, 56°; total precipitation, 0.26 inches, a deficiency of precipitation during the month of 2.83 inches; prevailing direction of wind, *northwest*.

Mortality.—The total deaths were 752, a decrease of 76, compared with the corresponding month of October, 1891. Of these 582 were whites and 170 colored; a death rate of 18.13 per thousand for the former, and 28.73 per thousand for the latter. The death rate per thousand for the whole population was 19.83. 56 died from infectious diseases, 105 from consumption, 55 from pneumonia, 11 from cholera infantum, 10 from enterocolitis, 18 from diarrhœa, 9 from dysentery, 36 from diphtheria, and 29 from typhoid fever. 287, or 36.83 per cent. of the total deaths, were in children under five years of age.

Infectious Diseases Reported.—During the month of October, 204 cases of infectious diseases were reported, an increase of 101 compared with the preceding month.

Deaths in Hospitals.—*Ninety-five* deaths occurred in public institutions, of which thirteen were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of October, 1892.

DATE.	TEMPERATURE.			Precipitation in ins. and hundredths.	SUMMARY.				
	Maxim.	Minim.	Mean.						
1	83	58	70	....	Mean Barometer.....				30.05
2	61	43	52	....	Highest barometer.....				30.46, date..... 13th
3	70	40	55	....	Lowest barometer.....				29.63, date..... 29th
4	72	58	65	T	Mean Temperature.....				56
5	58	44	51	....	Highest temp..83, date.. 1st; Lowest temp..34, date....				31st
6	59	36	48	....	Greatest daily range of temperature.....				33, date..... 7th
7	73	40	56	....	Least daily range of temperature.....				7, date..... 13th
8	71	55	63	..22	Mean Temperature for this month in				
9	62	49	56	.02	1871.....58	1877.....59	1883.....58	1889.....52	
10	65	42	54	....	1872.....56	1878.....58	1884.....60	1890.....57	
11	71	44	58	....	1873.....55	1879.....62	1885.....55	1891.....55	
12	70	45	58	....	1874.....56	1880.....56	1886.....59	1892.....56	
13	60	53	56	....	1875.....55	1881.....63	1887.....56	1893.....	
14	78	48	63	....	1876.....52	1882.....62	1888.....51	1894.....	
15	76	51	64	....	Mean temperature for this month for 22 years.....				.56
16	78	59	68	....	Total deficiency in temperature during month.....				.68
17	70	53	62	....	Total deficiency in temperature since January 1st.....				3.27
18	66	52	59	....	Prevailing direction of wind.....				N. W.
19	76	52	64	T	Total movement of wind.....				5,484 miles.
20	68	45	56	....	*Maximum velocity of wind, direction and date 36—N.W—29th				
21	68	52	60	....	Total precipitation.....				0.26 inches.
22	67	42	54	T	No. of days on which .01 inch or more of precipitation fell..				3
23	65	52	58	....	Total precipitation (in inches) for this month in				
24	54	42	48	....	1871....3.11	1877....5.22	1883....2.83	1889....4.12	
25	50	37	44	....	1872....4.08	1878....4.41	1884....1.42	1890....5.73	
26	54	38	46	....	1873....6.21	1879....7.75	1885....6.51	1891....2.76	
27	54	37	46	....	1874....1.6	1880....2.64	1886....1.39	1892....2.26	
28	57	44	50	....	1875....1.44	1881....4.06	1887....1.06	1893....	
29	57	43	50	.02	1876....2.79	1882....86	1888....2.99	1894....	
30	54	42	48	....	Average precipitation for this month for 22 years.....				2.95
31	62	34	48	....	Total deficiency in precipitation during month.....				2.83
					Total excess in precipitation since January 1st.....				.70
					No. of clear days 17; Partly cloudy days 14; Cloudy days 0.				
					Dates of frost.....				6th, 7th, 31st.
					C. P. CRONK,				
					* Observer, Weather Bureau.				

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

* To be taken from any five minute record.

*Actual Mortality for the Month of November, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Appendicitis.....	1	....	....	....
Anæmia.....	1	....	....	....
Angina Pectoris.....	2	2	....	....
Albuminuria.....	1	....	....	1
Apoplexy.....	7	12	3	2
Asphyxia.....	....	....	1	....
Asthma.....	....	6	....	1
Aneurism of Aorta.....	....	....	1	....
Asthenia.....	6	2	....	1
Atelectasis Pulmonum.....	....	1	....	....
Bright's Disease.....	4	10	2	3
Burns.....	....	1	....	1
Capillary Bronchitis.....	3	1	2	....
Catarrh, Bronchial.....	....	1	....	....
Cancer of Stomach.....	3	4	....	1
“ Pelvis.....	1	....	....	....
“ Liver.....	1	2	....	....
“ Neck.....	1	....	....	....
“ Breast.....	....	3	....	2
“ Uterus.....	....	4	....	....
“ Bowels.....	....	1	....	....
Child Birth.....	....	1	....	....
Concussion of Brain.....	2	....	....	....
Cholera Infantum.....	....	1	1	....
Cirrhosis of Liver.....	5	....	....	....
Congestion of Brain.....	1	1	2	....
“ Lungs.....	5	3	1	1
Consumption of Lungs.....	37	31	11	12
Convulsions.....	6	2	3	5
“ Puerperal.....	....	1	....	....
Croup.....	3	3	....	....

*Actual Mortality for the Month of November, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Cyanosis.....	3	2	1	....
Disease of the Spine.....	1	....	....	....
Dentition.....	4	....	1	....
Diabetes.....	....	2	....	....
Diarrhœa.....	2	....	2	....
Diphtheria.....	11	19	1	1
Disease of the Heart.....	13	17	3	2
Dropsy, General.....	....	4	....	....
Drowned.....	4	....	1	....
Dysentery.....	2	....	....	....
Equinia.....	1	....	....	....
Endocarditis.....	2	1	1	....
Enterocolitis.....	1	....	1	....
Erysipelas.....	3	1	....	....
Embolism.....	....	....	1	....
Epilepsy.....	1	3	....	....
Fever, Intermittent.....	....	....	....	1
" Malarial.....	....	....	....	1
" Remittent.....	1	....	....	....
" Scarlet.....	2	2	....	....
" Typhoid.....	12	6	3	....
" Typho-Malarial.....	....	1	....	....
Fracture of Ribs.....	1	....	....	....
Gangrene Senile.....	1	....	....	....
Gastroenteritis.....	7	1	1	....
Hernia, Strangulated.....	1	....	....	....
Hemorrhage of Uterus.....	....	2	....	....
" Brain.....	4	4	2	....
" Navel.....	1	....	....	....
" Bowels.....	....	....	1	....
" Stomach.....	1	....	....	....

*Actual Mortality for the Month of November, 1892.**Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Hydrocephalus.....	1	1	....	....
Hæmoptysis .....	....	....	1	....
Inanition .....	....	2	3	3
Indigestion .....	....	....	....	1
Inflammation of Brain	1	....	....	....
“ Bowels.....	2	3	1	....
“ Stomach.....	2	4	1	1
“ Bronchi	7	11	4	2
“ Kidneys.....	6	4	3	1
“ Pericardium.....	....	1	....	1
“ Peritonæum	2	1	....	....
“ Pleura.....	2	1	....	....
“ Bladder.....	2	1	....	....
“ Liver .....	....	2	1	....
“ Tonsils.....	....	1	....	....
Intemperance	1	1	....	....
Jaundice	1	....	....	....
Laparotomy .....	....	1	....	....
Leucocythæmia .....	....	....	1	....
Malignant Pustule.....	1	....	....	....
Marasmus.....	4	6	3	2
Meningitis.....	6	5	1	1
“ Tubercular.....	....	2	1	....
“ Cerebro Spinal.....	....	....	1	....
Measles.....	3	....	....	....
Murder.....	1	....	....	....
Old Age.....	11	19	....	3
Paralysis.....	9	7	1	2
Perityphlitis.....	1	....	....	....
Pneumonia.....	21	23	9	10
“ Broncho.....	3	3	....	....

Actual Mortality for the Month of November, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Pneumonia Pluero.....	1	.....	.....	.....
Premature Birth.....	11	6	.....	3
Progressive Locomotor Ataxia.....	2	.....	.....	.....
Puerperal Peritonitis .....	.....	3	.....	.....
Puerperal Septicæmia .....	.....	1	.....	.....
Rheumatism	2	.....	.....	.....
" Inflammatory	1	.....	.....	.....
Stricture of Bowels.....	.....	1	.....	.....
" Urethra .....	.....	.....	1	.....
Softening of Brain.....	1	.....	.....	.....
Septicæmia .....	.....	.....	.....	1
Suicide.....	1	.....	.....	.....
Syphilis	1	.....	.....	.....
Tetanus.....	1	.....	.....	.....
Tabes Mesenterica.....	1	.....	.....	.....
Trismus Nascentium	1	.....	2	.....
Uræmia.....	.....	2	.....	.....
Whooping Cough	1	.....	.....	1
Wounds by Cars.....	4	2	.....	.....
" Fall.....	1	.....	.....	.....
" Pistolshot.....	1	.....	.....	.....
" Crushed.....	4	.....	1	.....
Total.....	290	272	81	67

*Total Mortality for the Month of November, 1892.
Males and Females, White and Colored.*

Years.	White:		Colored.	
	M.	F.	M.	F.
Under 1 year.....	56	41	28	23
Between 1 and 2 years.....	21	14	5	1
“ 2 and 5 years.....	14	24	6	5
Total under 5 years.....	91	79	39	29
Between 5 and 10 years.....	6	9	2	2
“ 10 and 15 years.....	5	....	1	....
“ 15 and 20 years.....	11	10	1	3
“ 20 and 30 years.....	26	25	12	5
“ 30 and 40 years.....	26	12	7	6
“ 40 and 50 years.....	30	20	5	8
“ 50 and 60 years.....	32	29	4	5
“ 60 and 70 years.....	25	35	6	2
“ 70 and 80 years.....	22	29	3	2
“ 80 and 90 years.....	14	22	1	4
“ 90 and 100 years.....	2	2	....	....
“ 100 and 110 years.....	....	....	....	....
Above 110 years.....	....	....	....	1
Total.....	290	272	81	67

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during November was 30.10 inches; mean temperature, 44°; total precipitation, 3.85 inches, an excess of precipitation during the month of 0.70 inches; prevailing direction of wind, *northwest*.

Mortality.—The total deaths were 710, a decrease of 66, compared with the corresponding month of November, 1891. Of these 562 were whites and 148 colored; a death rate of 17.56 per thousand for the former and 25.01 per thousand for the latter. The death rate per thousand for the whole population was 18.28. 48 died from infectious diseases, 91 from consumption, 70 from pneumonia, 24 from bronchitis, 19 from Bright's disease, and 21 from typhoid fever. 238, or 33.52 per cent. of the total deaths, were in children under 5 years of age.

Infectious Diseases Reported.—During the month of November 286 cases of infectious diseases were reported, an increase of 82 compared with the preceding month.

Deaths in Hospitals.—*Seventy-five* deaths occurred in public institutions, of which nineteen were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of November, 1892.

DATE.	TEMPERATURE.			Precipitation in inches, and hundredths.	
	Maxim.	Minim.	Mean.		
1	65	41	53	...	Mean Barometer..... 30.10
2	70	50	60	T	Highest barometer..... 30.47, date..... 9th
3	70	57	64	.02	Lowest barometer..... 29.62, date..... 18th
4	58	50	54	.58	Mean Temperature..... 44
5	42	33	38	...	Highest temp. 70, date.. 3d; Lowest temp.. 21, date.... 24th
6	51	31	41	...	Greatest daily range of temperature..... 25, date.... 18th
7	63	44	54	.03	Least daily range of temperature..... 3, date.... 26th
8	62	53	58	...	Mean Temperature for this month in
9	40	34	37	.56	1871.... 45 1877..... 48 1883..... 48 1889..... 46
10	46	34	40	.49	1872..... 43 1878..... 47 1884..... 46 1890..... 48
11	46	31	38	...	1873..... 41 1879..... 46 1885..... 46 1891..... 44
12	49	34	42	...	1874..... 45 1880..... 42 1886..... 46 1892..... 44
13	51	36	44	...	1875..... 42 1881..... 49 1887..... 45 1893..... ..
14	59	38	48	...	1876..... 47 1882..... 44 1888..... 47 1894..... ..
15	60	50	55	1.13	Mean temperature for this month for 22 years..... .45
16	63	54	58	.14	Total deficiency in temperature during month..... 1.01
17	63	38	50	...	Total deficiency in temperature since January 1st..... 4.28
18	64	39	52	.54	Prevailing direction of wind..... N. W.
19	50	35	42	...	Total movement of wind..... 6,567 miles.
20	42	34	38	...	*Maximum velocity of wind, direc. and date.. 42—N. W.—15th
21	50	33	42	T	Total precipitation 3.85 inches.
22	40	32	36	...	No. of days on which .01 inch or more of precipitation fell.. 11
23	34	26	30	.01	Total precipitation (in inches) for this month in
24	36	21	28	...	1871... 3.24 1877... 6.85 1883... 1.36 1889... 6.45
25	38	28	33	...	1872... 3.17 1878... 3.55 1884... 3.09 1890... 0.74
26	36	33	34	...	1873... 4.05 1879... 1.30 1885... 4.04 1891... 1.33
27	36	31	34	...	1874... 2.48 1880... 2.86 1886... 4.09 1892... 6.85
28	39	33	36	.28	1875... 4.86 1881... 2.41 1887... 2.02 1893... ..
29	41	35	38	.07	1876... 2.74 1882... .65 1888... 3.04 1894... ..
30	41	32	36	...	Average precipitation for this month for 22 years..... 3.10
..	..	..	..	...	Total excess in precipitation during month..... .70
					Total excess in precipitation since January 1st..... 1.40
					No. of clear days 9; Partly cloudy days 14; Cloudy days 7
					Dates of frost.....

C. P. CRONK,

Observer, Weather Bureau.

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

Actual Mortality for the Month of December, 1892.
Males and Females, White and Colored.

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Abcess, Hip.....	1	.....	.....	.....
Angina Pectoris.....	.....	2	.....	.....
Albuminuria.....	.....	1	.....	.....
Apoplexy.....	8	6	.....	.....
Asphyxia.....	.....	1	.....	1
Asthma.....	1	2	1	.....
Aneurism of Aorta.....	.....	.....	1	.....
Asthenia.....	7	3	1	2
Atelectasis Pulmonum.....	.....	1	.....	.....
Bright's Disease.....	10	6	1	3
Burns.....	4	3	1	2
Capillary Bronchitis.....	1	2	1	3
Cancer of Stomach.....	2	4	.....	.....
" Arm.....	1	.....	.....	.....
" Rectum.....	.....	2	.....	.....
" Spleen.....	1	.....	.....	.....
" Larynx.....	.....	1	.....	.....
" Breast.....	.....	1	.....	.....
" Uterus.....	.....	3	.....	.....
Child Birth.....	.....	4	.....	.....
Cholera Infantum.....	.....	1	.....	.....
Cirrhosis of Liver.....	2	3	.....	.....
Congestion of Brain.....	2	2	.....	.....
" Lungs.....	5	.....	3	.....
Consumption of Lungs.....	29	36	17	14
Convulsions.....	12	7	1	3
" Puerperal.....	.....	1	.....	.....
Croup.....	1	4	.....	.....
Cyanosis.....	2	1	.....	.....
Dentition.....	3	.....	1	.....
Diabetes.....	.....	1	.....	.....

*Actual Mortality for the Month of December, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Diarrhœa.....	1	1	.....	.....
Diphtheria.....	21	15	.....	.....
Disease of the Heart.....	14	14	5	3
Dropsy, General.....	1	4	.....	1
Drowned.....	.....	.....	1	.....
Dysentery.....	.....	1	.....	.....
Epilepsy.....	.....	1	.....	.....
Endocarditis.....	5	2	1	.....
Erysipelas.....	.....	2	1	.....
Fever, Malarial.....	1	1	.....	1
" Remittent.....	1	.....	.....	.....
" Scarlet.....	4	.....	1	.....
" Typhoid.....	7	4	1	1
" Puerperal.....	.....	3	.....	.....
Fracture of Femur.....	.....	2	.....	.....
Fistula.....	.....	.....	1	.....
Gall Stones.....	1	.....	.....	.....
Gangrene Senile.....	.....	.....	.....	1
Gastroenteritis.....	3	4	3	.....
Hernia, Strangulated.....	1	.....	.....	.....
Hemorrhage of Uterus.....	.....	1	.....	.....
" Brain.....	3	2	.....	.....
" Navel.....	.....	.....	.....	1
" Bowels.....	1	.....	.....	.....
" Lungs.....	.....	1	1	.....
" Post Partem.....	.....	.....	.....	1
Inanition.....	3	1	3	4
Insanity.....	1	.....	.....	.....
Inflammation of Brain.....	2	.....	.....	.....
" Bowels.....	4	2	.....	.....
" Stomach.....	3	1	.....	2

*Actual Mortality for the Month of December, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Inflammation of Bronchi	7	18	2	3
“ Kidneys	8	7	2	1
“ Pericardium			1	
“ Peritonæum	1	2		3
“ Pleura	1	2		
“ Bladder	2			
“ Larynx	1	1		1
Intemperance	3			
Laparotomy				1
Marasmus	9	4	4	
Meningitis	2	4		2
“ Tubercular	5	1		1
Myelitis	1			
Multiple Neuritis	1			
Measles	5	5		
Murder			1	
Oesophagitis	1			
Old Age	17	13	2	2
Paralysis	7	11	3	5
Poison	2			
Pneumonia	27	31	14	9
“ Broncho	1	1		1
“ Pleuro		1		
“ Typhoid	3			
Premature Birth	7	7		1
Progressive Locomotor Ataxia	1			
Puerperal Peritonitis		5		2
Puerperal Septicæmia		2		
Pyæmia		1		
Scalds	2			
Stricture of Bowels	1	4		

*Actual Mortality for the Month of December, 1892.
Males and Females, White and Colored.*

Cause of Death.	White.		Colored.	
	M.	F.	M.	F.
Scrofula.....	1	.....	.....	.....
Softening of Brain.....	2	1	.....	.....
Suffocation by Coal Gas.....	.....	.....	.....	2
Septicæmia.....	1	.....	.....	.....
Suicide.....	4	.....	.....	.....
Syphilis.....	2	.....	1	.....
Surgical Operation.....	.....	1	.....	.....
Salpingitis.....	.....	1	.....	.....
Tumor, Abdominal.....	.....	.....	1	.....
“ Ovarian.....	.....	1	.....	.....
Trismus Nascentium.....	2	3	.....	.....
Uræmia.....	1	1	.....	.....
Unknown Adult.....	.....	3	.....	.....
“ Infantile.....	.....	.....	.....	2
Whooping Cough.....	1	.....	1	.....
Wounds by Cars.....	4	.....	.....	1
“ Fall.....	6	1	2	1
“ Crushed.....	2	.....	.....	.....
Total.....	310	292	80	81

*Total Mortality for the Month of December, 1892.
Males and Females, White and Colored.*

Years.	White.		Colored.	
	M.	F.	M.	F.
Under 1 year	70	48	22	23
Between 1 and 2 years	21	21	3	2
“ 2 and 5 years, ...	27	17	9	3
Total under 5 years	118	86	34	28
Between 5 and 10 years	11	8	3	1
“ 10 and 15 years	1	4	1	3
“ 15 and 20 years	5	3	1	5
“ 20 and 30 years	19	28	6	9
“ 30 and 40 years	35	35	9	5
“ 40 and 50 years	24	24	6	9
“ 50 and 60 years	31	28	9	4
“ 60 and 70 years	36	31	8	8
“ 70 and 80 years	18	32	3	4
“ 80 and 90 years	12	12	....	3
“ 90 and 100 years . . . . .	....	1	....	1
“ 100 and 110 years . . . . .	....	....	....	1
Above 110 years . . . . .	....	....	....	....
Total	310	292	80	81

GENERAL SUMMARY.

The Weather.—The mean barometric pressure during December was 30.11 inches; mean temperature, 33°; total precipitation, 2.28 inches, a deficiency of precipitation during the month of 0.82 inches; prevailing direction of wind, *northwest*.

Mortality.—The total deaths were 763, a decrease of 315, compared with the corresponding month of December, 1891. Of these 602 were whites and 161 colored; a death rate of 18.82 per thousand for the former and 27.21 per thousand for the latter. The death rate per thousand for the whole population was 20.12. 58 died from infectious diseases, 96 from consumption, 88 from pneumonia, 30 from bronchitis, 20 from Bright's disease, and 13 from typhoid fever. 266, or 34.86 per cent. of the total deaths, were in children under five years of age.

Infectious Diseases Reported.—During the month of December, 240 cases of infectious diseases were reported, a decrease of 46 compared with the preceding month.

Deaths in Hospitals.—*Ninety-two* deaths occurred in public institutions, of which fourteen were reported as non-residents.

UNITED STATES WEATHER BUREAU.

METEOROLOGICAL SUMMARY.

Baltimore, Md., Month of December, 1892.

DATE.	TEMPERATURE.			Precipitation in ins. and hundredths.		
	Maxim.	Minim.	Mean.			
1	46	33	40	...	Mean Barometer	30.11
2	51	34	42	...	Highest barometer	30.63, date..... 12th
3	55	34	44	...	Lowest barometer	29.58, date..... 5th
4	47	40	44	...	Mean Temperature	33
5	44	30	37	...	Highest temp.	64, date.. 8th; Lowest temp.. 14, date.... 27th
6	44	26	35	.01	Greatest daily range of temperature	 22, date..... 14th
7	56	39	48	...	Least daily range of temperature	 4, date.... 17th
8	64	44	54	.07	Mean Temperature for this month in	
9	44	38	41	T	1871..... 34	1877..... 43
10	47	33	40	...	1872..... 32	1878..... 35
11	39	32	36	...	1873..... 40	1879..... 42
12	40	25	32	...	1874..... 38	1880..... 31
13	37	33	35	.83	1875..... 38	1881..... 44
14	56	34	45	.51	1876..... 28	1882..... 37
15	46	39	42	...	1877..... 43	1883..... 39
16	42	34	38	T	1878..... 35	1884..... 37
17	40	36	38	.15	1879..... 42	1885..... 38
18	39	33	36	T	1880..... 31	1886..... 31
19	41	29	35	T	1881..... 44	1887..... 37
20	34	27	30	.67	1882..... 37	1888..... 36
21	35	20	28	...	1883..... 39	1889..... 46
22	28	23	26	...	1884..... 37	1890..... 35
23	28	18	23	T	1885..... 38	1891..... 44
24	20	15	18	...	1886..... 31	1892..... 33
25	29	14	22	.02	1887..... 37	1893..... ..
26	21	14	18	T	1888..... 36	1894..... ..
27	23	14	18	...	Mean temperature for this month for 22 years	37
28	28	18	23	...	Total deficiency in temperature during month	 1.57
29	26	15	20	...	Total deficiency in temperature since January 1st	 5.85
30	29	18	24	...	Prevailing direction of wind	 N. W.
31	31	17	24	.02	Total movement of wind	 5,567 miles.
					*Maximum velocity of wind, direction and date 30—N. W.—24th	 2.28 inches.
					Total precipitation	 2.28 inches.
					No. of days on which .01 inch or more of precipitation fell	.. 8
					Total precipitation (in inches) for this month in	
					1871...1.90	1877...2.23
					1872...2.72	1878...5.61
					1873... .97	1879...5.23
					1874...1.90	1880...4.89
					1875...3.14	1881...5.90
					1876...1.32	1882...1.70
					1877...2.23	1883...2.98
					1878...5.61	1884...3.91
					1879...5.23	1885...2.49
					1880...4.89	1886...3.12
					1881...5.90	1887...5.04
					1882...1.70	1888...3.26
					1883...2.98	1889... .61
					1884...3.91	1890... 2.67
					1885...2.49	1891... 3.24
					1886...3.12	1892... 2.28
					1887...5.04	1893... ..
					1888...3.26	1894... ..
					Average precipitation for this month for 22 years	 3.05
					Total deficiency in precipitation during month	82
					Total excess in precipitation since January 1st	58
					No. of cloudless days 13; Partly cloudy days 8; Cloudy days 10.	
					Dates of frost	.....
					C. P. CRONK,	
					Observer, Weather Bureau.	

NOTE.—Barometer reduced to sea level. "T" indicates trace of precipitation.

*To be taken from any five minute record.

REPORT
OF THE
ASSISTANT COMMISSIONER OF HEALTH.

REPORT.

HEALTH DEPARTMENT,

BALTIMORE, January 10th, 1893.

DR. JAMES F. McSHANE,

*President of the Board of Health,
and Commissioner of Health.*

SIR:—I have the honor to herewith submit the following report of the work assigned me for the year ending December 31st, 1892.

The tabular statement annexed will give you a concise account of the work performed by the employees of this Department.

The work of the Sanitary Inspectors has been most praiseworthy; discipline has been maintained, and all have shown a determination to perform their duties with energy and courage. By reference to Table A it will be seen that they have made thirty-three thousand two hundred and sixty-nine (33,269) inspections over the previous year.

During the year eight thousand nine hundred and fifteen (8,915) cart loads of refuse, filth, &c., were re-

moved from the various sewers, inlets and gutter-plates. This work was effective and thoroughly done. Complaints are made of the offensive odors from many of the inlets, but this can be remedied by providing proper traps for that purpose. There were seventy (70) tons of carbolate of lime manufactured and distributed by the Superintendents of Sewers.

The ordinance as passed at the last session of the City Council, and approved by His Honor the Mayor, that of creating a vaccine physician for each ward of the City, was very opportune, particularly at this time, when the people of this City were threatened with an epidemic of small-pox.

Every possible precaution was taken to prevent the spread of the disease, and whenever a case presented, a number of the vaccine physicians were centered in that particular locality, and vaccinated every person who required the same within an area of several blocks.

The vaccine physicians were required to visit, in addition to each and every house in his ward, all schools, both public and private, in their respective wards, and vaccinate all who in their judgment required the same. The number of vaccinations were thirty-three thousand two hundred and forty-nine (33,249). I can say with much satisfaction that their work has been efficient and well performed.

This Department also furnished virus to the various institutions, both public and private, the physicians in

charge of the same, favoring the Department with a result of the vaccinations; these together with our regular vaccine force, aided materially in assisting the further prevention of the disease. The number of vaccinations at the different institutions were two thousand and fifty-seven (2,057), making a grand total of thirty-five thousand three hundred and six (35,306) vaccinations.

The thanks of the Department are tendered to the Police Department for their aid and co-operation.

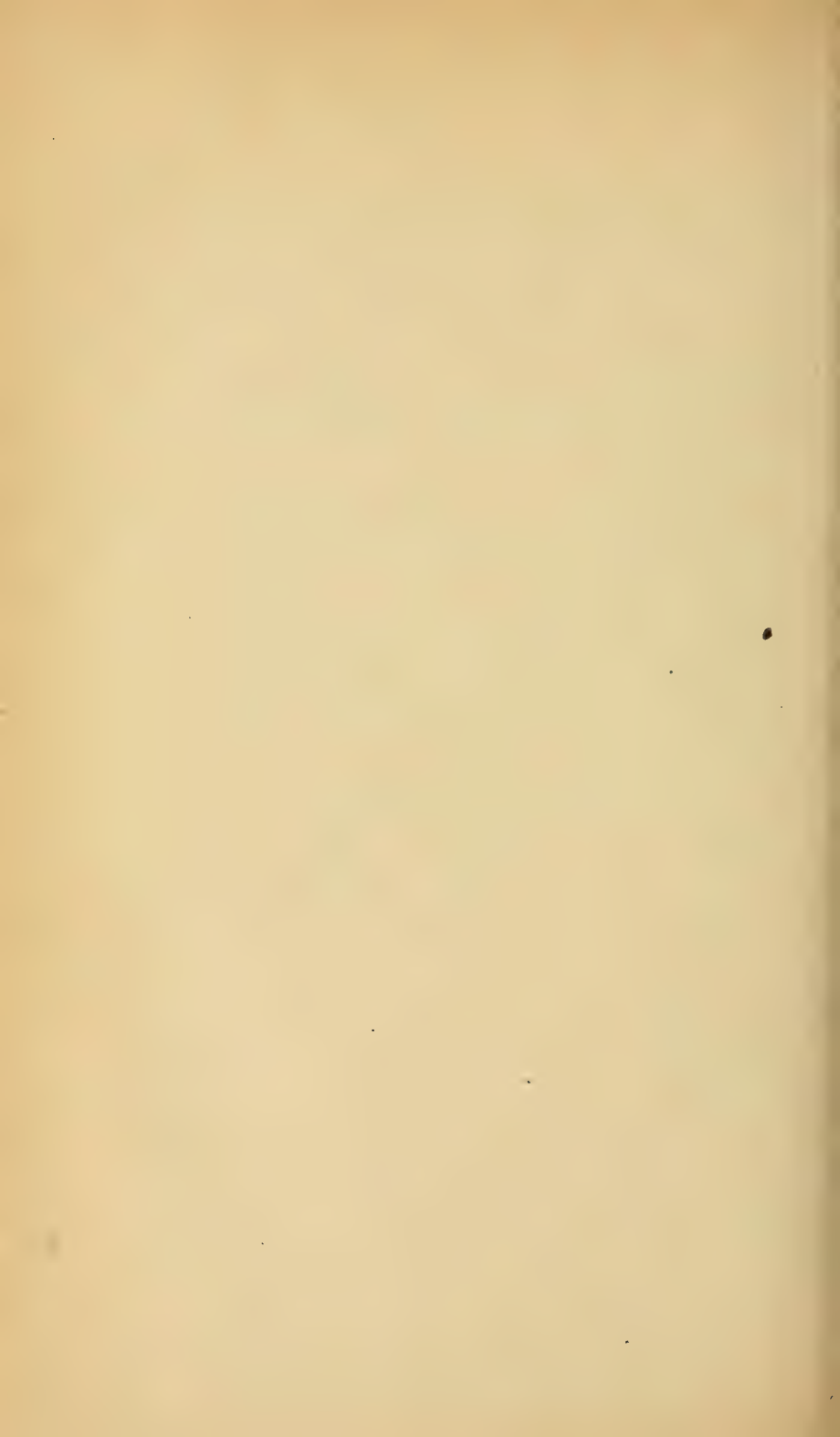
I wish also to return thanks to the officers of the Department for their valuable aid, and to you personally I desire to acknowledge the kindness shown, and thanks for your many acts of courtesy. I am,

Very respectfully,

Your obedient servant,

HIRAM L. SPICER, M. D.,

Assistant Commissioner of Health.



TABLES.

TABLE A.

Number of Nuisances Examined and Abated by Sanitary Inspectors
during the Year 1892.

Alleys cleaned.....	260
Alleys repaired.....	436
Alleys paved.....	236
Premises cleaned.....	135
Vacant lots drained and cleaned.....	150
Vacant lots filled.....	58
Manure pits constructed.....	63
Manure pits reconstructed and repaired.....	56
Manure pits cleaned.....	94
Drain pipes reconstructed and repaired.....	104
Drain pipes cleaned.....	41
Drain pipes laid.....	1,140
Yards cleaned.....	188
Yards drained.....	106
Yards repaired.....	158
Yards paved.....	64
Privies inspected and ordered cleaned.....	3,080
Privies reconstructed.....	221
Privies ventilated.....	71
Water-closets repaired and ventilated.....	105
Excavating apparatus inspected.....	5
Cellars drained and filled.....	23
Cellars cleaned.....	203
Slaughter houses inspected.....	61
Stables reconstructed and cleaned.....	19
Water pipes and hydrants repaired.....	78
Gutters repaired.....	134
Amount carried forward.....	7,504

TABLE A—Concluded.

Amount brought forward.....	7,504
Rain-spouts reconstructed.....	74
Grass and weeds removed from gutters.....	267
Ice ponds examined and permits granted.....	14
Ice ponds examined and permits refused.....	.....
Tenements ordered cleaned and whitewashed.....	49
Samples of pump water examined.....	20
Cases of infectious diseases examined.....	6,649
Number of pieces of goods destroyed from infected houses,	7,364
Number of pieces of goods disinfected at the fumigator.	6,326
Causes of death examined	133
Steamships visited and examined.....	88
Mattresses destroyed from steamships.....	46,302
Scow loads, of refuse etc., removed from steamships and destroyed.....	49
Complaints examined and no nuisance found to exist....	247
Infected premises fumigated.....	2,259
Miscellaneous	226
	77,571

HIRAM L. SPICER, M. D.,

Assistant Commissioner of Health.

TABLE B.

Number of Notices, Orders, &c., Issued from the Health Department,
and Number of Official Letters Written and Received during
the Year 1892.

Number of notices* issued to clean privies.....	34,591
Number of notices issued to clean, repair, repave, and pave yards.....	1,074
Number of notices issued to clean, bail, drain or fill cellars	981
Number of notices issued to clean, grade, pave and repair alleys	2,813
Number of notices issued to clean, drain or fill lots.....	771
Number of notices issued to reconstruct and ventilate water-closets and privies.....	611
Number of notices issued to clean grass and weeds from gutters, sidewalks, streets, &c.....	883
Number of notices issued to clean and properly construct manure pits, and remove manure.....	619
Number of notices issued to repair hydrants and water pipes	261
Number of notices issued to clean and reconstruct stables	311
Number of notices issued to construct proper drainage, repair and clean drain pipes.....	594
Number of notices issued to disinfect premises	111
Number of notices issued to reconstruct and repair de- fective plumbing.....	416
Miscellaneous notices.....	241
Total	44,277

TABLE B—Concluded.

Number of permits issued to clean privies.....	56,831
Number of permits issued to clean privies at night.....	61
Total.....	56,892
Number of official letters written.....	1,031
Number of official letters received.....	1,059
Legal proceedings instituted for non-compliance with notice served.....	139

HIRAM L. SPICER, M. D.,

Assistant Commissioner of Health.

TABLE C.

Number of Interments in the Eastern and Western Cemeteries
during the Year 1892.

EASTERN PUBLIC CEMETERY		WESTERN PUBLIC CEMETERY	
GEORGE RINEHART, <i>Superintendent</i>		GEORGE E. BROWN, <i>Superintendent</i>	
January	22	January	16
February	26	February	20
March	23	March	31
April	21	April	19
May	31	May	19
June	32	June	20
July	35	July	46
August	26	August	32
September	15	September	22
October	24	October	25
November	30	November	20
December	24	December	22
309		292	

Total number of interments during the year 1892..... 601

HIRAM L. SPICER, M. D.,

Assistant Commissioner of Health.

TABLE D.

Number of Dead Animals, etc., Removed in the Eastern and Western Districts during the Year ending December 31st, 1892.

EASTERN DISTRICT.		WESTERN DISTRICT.	
GEORGE RINEHART, <i>Superintendent</i>		GEORGE E. BROWN, <i>Superintendent</i>	
Dogs.....	4,753	Dogs.....	4,522
Cats.....	5,930	Cats.....	6,201
Rats.....	5,246	Rats.....	5,794
Chickens.....	3,672	Chickens.....	4,829
Ducks	375	Ducks	320
Geese.....	68	Geese.....	71
Goats.....	18	Goats.....	43
Sheep.....	23	Sheep	7
Calves	14	Calves	9
Hogs	16	Hogs	23
Horses and mules.....	5	Horses and mules.....	3
Fish	8,948	Fish	9,876
Crabs.....	6,485	Crabs.....	7,928
Decayed meats (lbs).....	128	Decayed meats (lbs).....	2,035
Decayed eggs (doz)	749	Decayed eggs (doz).....	621
Total number of dead animals.....		32,607	
Total number of dead fowls.....		9,335	
Total number of dead fish and crabs.....		33,237	
Total number of pounds of decayed meat.....		2,163	
Total number of dozens of decayed eggs.....		1,370	
Total number of cart loads of vegetable and other offal removed from docks		1,409	

HIRAM L. SPICER, M. D.,

Assistant Commissioner of Health.

TABLE E.

Showing the Amount of Night Soil Delivered at Foley's and Winans' Dumps for the Year ending December 31st, 1892.

FOLEY'S WHARF, CANTON.	Loads	Gallons	WINANS' WHARF, SPRING GARDENS.	Loads	Gallons
January.....	167	33,400	January.....	1,578	315,600
February	351	70,200	February	2,245	449,000
March	468	93,600	March	5,029	1,005,800
April	1,037	207,400	April	7,079	1,415,800
May	951	190,200	May	5,806	1,161,200
June.....	1,184	236,800	June	4,801	960,200
July	1,219	243,800	July	4,392	878,400
August.....	930	186,000	August	3,106	621,200
September ...	1,948	389,600	September ...	6,722	1,344,400
October	839	167,800	October	4,028	805,600
November	479	95,800	November	2,158	431,600
December	602	120,400	December	2,361	472,200
	10,175	2,035,000		49,305	9,861,000

Total number of loads delivered at both dumps.... 59,480

Total number of gallons delivered at both dumps.. 11,896,000

HIRAM L. SPICER., M. D.

Assistant Commissioner of Health.

TABLE F.

Transcripts from the Births and Deaths for the Year ending Dec 31st, 1892.

FROM THE RECORDS OF DEATHS.

For pension claims.....	389
For life insurance claims.....	303
To prove death.....	81
To be sent to foreign countries.....	36
Total.....	809

FROM THE RECORDS OF BIRTHS.

For pensions claims.....	125
To be sent to foreign countries.....	52
Total.....	177

HIRAM L. SPICER, M. D.

Assistant Commissioner of Health.

TABLE G.

Report of the Vaccine Physicians for the Year ending December 31st, 1892.

WARDS.	PHYSICIANS.	OFFICES OR RESIDENCES.	Number of Calls.	Number of Vaccinations.	Primary.	Secondary.	Successful.	Failed.	Not heard from.	Males.	Females.	Whites.	Colored.	Revacinated.	Certificates given.
1st.....	Wm. H. Schwatka.....	2429 Lancaster st.....	3,710	1,527	673	854	325	8	1,284	673	854	1,523	4	..	273
2d.....	N. L. Dashiell, Jr.....	700 S. Broadway.....	1,357	2,110	437	1,173	844	93	1,173	902	1,148	1,950	160	..	1,167
3d.....	Wm. H. Johnson.....	1916 E. Pratt st.....	2,003	1,187	464	723	566	419	202	501	686	1,039	128	..	150
4th.....	C. F. Maguire.....	4 S. Exeter street.....	2,275	479	439	40	364	85	30	202	277	452	27	..	596
5th.....	Arthur Wegefurd.....	805 Alsquith st.....	3,013	1,644	960	684	1,330	166	148	664	980	1,036	608	..	272
6th.....	F. A. Sauer.....	439 N. Central ave.....	2,696	1,085	649	436	686	76	323	550	535	929	156	..	975
7th.....	G. H. Chabot.....	1111 E. Preston st.....	2,310	1,037	674	363	102	17	918	500	537	795	242	..	861
8th.....	J. B. Saunders.....	819 E. Chase st.....	2,359	1,944	536	408	572	30	342	430	514	712	232	..	..
9th.....	Ellis Micheau.....	407 S. Sharp street.....	3,180	1,677	604	473	650	40	387	530	547	861	216	..	..
10th.....	August Horn.....	437 W. Mulberry st.....	3,418	1,980	1,523	457	954	..	1,026	852	1,128	1,130	890	..	762
11th.....	J. A. Gilliss.....	437 W. Biddle st.....	2,833	1,253	678	583	573	113	570	718	725	926	512	..	1,854
12th.....	T. P. McCormick.....	1421 Eutaw Place.....	2,910	1,282	704	518	779	239	264	557	725	926	336	42	111
13th.....	Wm. Wolf.....	658 W. German st.....	1,690	973	377	596	619	92	262	378	595	775	198	..	91
14th.....	J. C. Wunder.....	1075 W. Fayette st.....	4,684	2,052	846	1,206	1,867	167	18	795	1,257	1,641	411	54	1,107
15th.....	W. B. Bureh.....	309 Hanover st.....	2,725	1,669	611	1,058	300	32	1,437	626	1,043	1,233	436	..	511
16th.....	Jos. Blum.....	641 Columbia ave.....	1,325	1,215	685	530	416	293	506	608	697	713	502	..	674
17th.....	Henry Stark.....	1110 Hanover st.....	6,938	5,112	862	1,093	938	205	363	3,175	1,937	5,002	110	..	449
18th.....	Harry Boyd.....	977 Columbia ave.....	2,292	1,716	860	854	410	46	573	675	1,041	1,397	319	..	419
19th.....	John W. Linthicum.....	1237 W. Fayette st.....	1,874	1,037	680	407	828	535	991	412	645	857	200	..	94
20th.....	Alex. L. Hodgdon.....	1235 Lafayette ave.....	2,974	1,233	1,141	1,141	828	17	375	1,478	896	890	1,484	..	391
21st.....	W. A. Duvall.....	2803 Rayner ave.....	1,069	465	279	186	73	14	254	220	245	378	87	..	216
22d.....	H. G. Prentiss.....	809 Gorsuch ave.....	2,519	1,008	639	369	610	144	254	475	533	402	606	..	821
Totals..	.....	.....	60,779	33,249	19,097	14,152	18,365	2,837	12,047	15,981	17,268	25,405	7,844	96	11,794

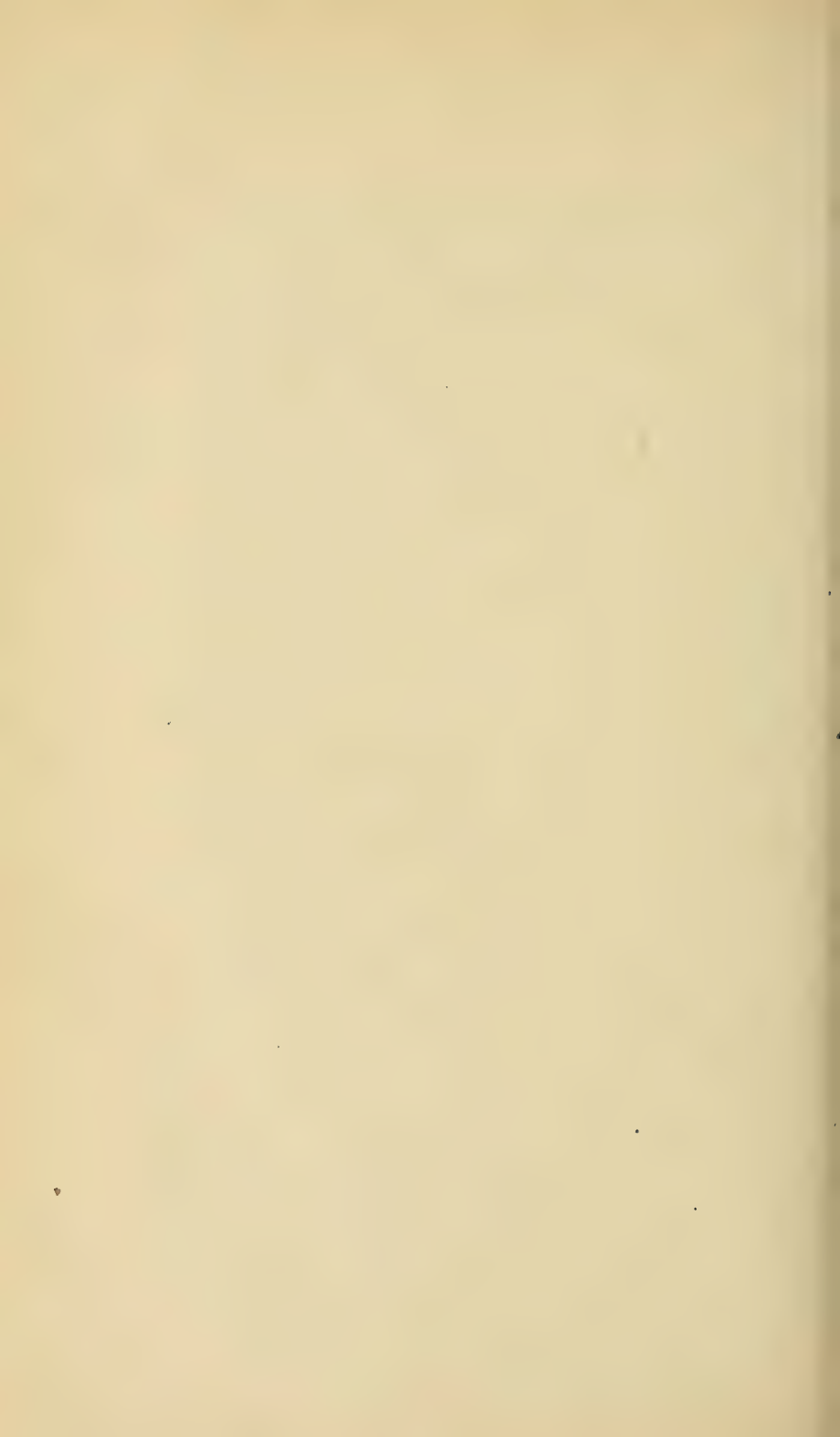
Total number of calls.....

60,779

Total number of vaccinations.....

33,249

HIRAM L. SPICER, M. D.,
Assistant Commissioner of Health.



REPORT

— OF THE —

Resident Physician of the Quarantine Hospital.

REPORT.

QUARANTINE HOSPITAL,

PORT OF BALTIMORE, January 1st, 1893.

*To the Honorable the Mayor and
City Council of Baltimore.*

GENTLEMEN :

I have the honor to herewith submit the report of the Quarantine and Pest Hospital for the year ending December 31st, 1892.

It again becomes my duty to call your attention to the condition of the Old Quarantine, now the Pest Hospital. Since the opening of the New Quarantine, the old place has been under the supervision of the Quarantine Physician, nothing in the way of repairs have been made, and the buildings are in the most dilapidated condition, and the wharf attached is completely gone. If this place is to be retained as a hospital for the reception of contagious disease from the City, it should be inspected by a committee from your Honorable Body, and put in a condition for such service at once, and be placed under the care of a physician, and be at all times ready for the reception of patients. If, on the other hand, it should be deemed impracticable to make the necessary repairs, I would then earnestly recommend that it be taken from under the supervision of the Quarantine Physician, and some

one be allowed to work the land, for taking care of the place, and thereby save a considerable expense to the City.

Painting and repairing the buildings at the Quarantine Station will become a necessity in the early spring; the Building Inspector has made an estimate of the cost of the same, and an appropriation for that purpose will be asked for.

The boiler in the Quarantine boat "Hygeia" has been a source of considerable expense, and great inconvenience the past year; constant use for nine years has rendered it weak and unsafe. The contract for a new one should be made at once, to allow the boat to be ready for service the first of April.

The need of a house for the fumigation of infected bedding and clothing upon improved methods has been long felt, and your Honorable Body will be called upon for an appropriation for that purpose.

Notwithstanding the fact that cholera was epidemic in several foreign ports that were in constant communication with us, no vessel with that disease on board arrived at this station—and out of a total of six hundred and eighty-seven vessels boarded and inspected, it only became necessary to detain eleven; five of which had quarantinable disease on board, the balance were held for observation, cleansing and disinfection.

Six hundred and eighty-seven vessels have been boarded and inspected during the year. (See Table I.)

And from these vessels we have collected and paid into the City Treasury the sum of \$7,675.90. (See Table II.)

Table III shows the number and class of vessels with sickness on board, or from infected ports, detained at Quarantine for cleansing and disinfecting. There were eleven in all.

By referring to Table IV, you will find that eighteen patients were treated at this hospital during the year, the larger portion of whom were sent from the City.

The cost of maintaining the Quarantine and Pest Hospital for the year was \$17,978.43, as more fully shown by the Health Commissioner's report. The appropriation was \$18,000 for the two places, leaving a deficiency of \$578.59, which the expenses incident to the treatment of a larger number of patients than usual, the retention of the Assistant Physician beyond the customary time, and some necessary preparations for the reception of cholera, should it arrive, will amply explain.

In conclusion, I beg leave to return my sincere thanks to Dr. W. B. Clark for his intelligent and valuable assistance, and to say that the employees of the place have performed their duties in a manner deserving the highest praise.

Very respectfully,

Your obedint servant,

SYDNEY O. HEISKELL,

Quarantine Physician.

TABLES.

TABLE I.

Showing the Number of Vessels Boarded and Inspected at Quarantine
for the Year ending December 31st, 1892.

Months.	CLASS OF VESSELS.					
	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Total.
January	5	.....	.....	.....	.....	5
February	3	.....	1	.....	.....	4
March	6	.....	.....	.....	.....	6
April	10	.....	.....	.....	.....	10
May	43	1	6	1	68	119
June	51	.....	2	.....	66	119
July	42	1	7	2	40	92
August	45	.....	10	1	27	83
September	49	.....	6	.....	17	72
October	63	.....	2	1	23	89
November	41	1	3	.....	3	48
December	36	1	2	1	.....	40
Total	394	4	39	6	244	687

TABLE II.
Showing the Amount of Money Received for Quarantine Fees and Paid to the City Register for the Year ending December 31st, 1892.

Months.	CLASS OF VESSELS.					Total.
	Steamships.	Ships.	Barks.	Brigs.	Schooners.	
January.....	\$128 51	.....	.....	.....	.....	\$128 51
February.....	65 00	.....	\$ 5 22	.....	.....	70 22
March.....	152 85	.....	.....	.....	.....	152 85
April.....	270 29	.....	.....	.....	.....	270 29
May.....	706 26	\$12 45	33 33	\$2 81	\$217 23	972 08
June.....	829 90	.....	17 43	.....	205 58	1,052 91
July.....	597 69	14 76	48 97	7 89	144 65	813 96
August.....	672 64	.....	68 26	4 42	127 09	872 41
September.....	763 28	.....	36 89	.....	87 69	887 86
October.....	1,029 93	.....	12 40	4 42	102 38	1,149 13
November.....	693 91	11 11	17 76	.....	10 63	733 41
December.....	542 08	10 07	15 89	4 23	.....	572 27
Total.....	\$6,452 34	\$48 39	\$256 15	\$23 77	\$895 25	\$7,675 90

TABLE III.

Showing the Number and Class of Vessels Detained at Quarantine for
Cleansing and Disinfecting for the Year ending December 31st, 1892.

Months.	CLASS OF VESSELS.				
	Steamships.	Ships.	Barks.	Brigs.	Schooners.
January	1	1	1	1	1
February	1	1	1	1	1
March	1	1	1	1	1
April	1	1	1	1	1
May	1	1	1	1	1
June	1	1	1	1	1
July	1	1	1	1	1
August	1	1	1	1	1
September	1	1	1	1	2
October	2	1	1	1	3
November	1	1	1	1	1
December	1	1	1	1	1
Total	8	1	1	2	11

TABLE IV.

Showing the Number of Patients Treated at the Quarantine for the
Year ending December 31st, 1892.

Disease.	Remaining over from 1891.	Received in 1892.	Discharged in 1892.	Remaining in Hospital.	Died in 1892.	Total.
Small-pox.....		8	6	.....	2	8
Quarantined ..		3	3	.....	.....	3
Syphilis		1	1	.....	.....	1
Diphtheria ...		1	1	.....	.....	1
Typho-Malaria		2	1	.....	1	2
Chagres Fever		3	1	.....	2	3
Total		18	13	.....	5	18

REPORT
OF THE
INSPECTOR OF PLUMBING.



REPORT.

HEALTH DEPARTMENT.

BALTIMORE, December 29th, 1892.

JAMES F. MCSHANE, M. D.,

President of Board of Health

and Commissioner of Health.

SIR :

I have the honor to submit the following report of work performed by me as Inspector of Plumbing for the year ending December 31st, 1892.

The tables annexed will show in detail the number of permits issued and inspections made.

In conformity with the requirements of Section 7 of the ordinance regulating the work of plumbing, I most respectfully inform you that fines to the amount of \$7.60 were imposed for violations.

Respectfully,

JAMES D. STIDHAM,

Inspector of Plumbing.

HEALTH DEPARTMENT.

BALTIMORE, December 29th, 1892.

JAMES F. McSHANE, M. D.,

*President of the Board of Health
and Commissioner of Health.*

SIR:

I have the honor to submit the following report of work performed by me as Inspector of Plumbing for the year ending December 31st, 1892.

Number of permits issued for plumbing . . .	1,618
“ “ “ “ drain pipe . . .	1,140
	—2,758
“ inspections of plumbing	2,398
“ “ drain pipes	1,186
	—3,584
“ registered plumbers in the city . .	337

Respectfully,

JAMES D. STIDHAM,
Inspector of Plumbing.

TABLES.

TABLE No. 2.

Number of Inspections of Plumbing and Drain Work for the Year 1892.

Months.		Months.		Totals
January..	Inspection of plumbing.....	January..	Inspection of drains..	141
February.	"	February.	"	250
March....	"	March....	"	136
April.....	"	April.....	"	224
May.....	"	May.....	"	361
June.....	"	June.....	"	415
July.....	"	July.....	"	373
August...	"	August...	"	382
September	"	September	"	436
October...	"	October...	"	328
November.	"	November.	"	320
December.	"	December.	"	218
Total...	.....	Total...	.....	3584
				1186

JAMES D. STIDHAN,

Inspector of Plumbing.

REPORT
— OF —
THE SECRETARY.

TABLE 1.

Salary Account for the Year 1892.

Dr.			Cr.
To 13 Warrants on Comptroller.....	\$38,450 00	By 1 voucher—January 1st.....	\$2,708 42
		“ 1 “ January 25th.....	72 80
		“ 1 “ February 1st.....	2,708 27
		“ 1 “ March 1st.....	3,560 62
		“ 1 “ April 1st.....	2,708 27
		“ 1 “ May 1st.....	2,799 42
		“ 1 “ June 1st.....	4,383 42
		“ 1 “ July 1st.....	2,708 27
		“ 1 “ August 1st.....	2,708 42
		“ 1 “ September 1st.....	4,383 27
		“ 1 “ October 1st.....	2,708 42
		“ 1 “ November 1st.....	2,708 27
		“ 1 “ December 1st.....	4,383 13
To 13 Warrants on Comptroller.....	\$38,450 00	By 13 vouchers.....	\$38,450 00

A. R. CARTER, *Secretary Board of Health.*

TABLE 2.

General Health Account for the Year 1892.			CR.
Dr.	APPROPRIATION, \$18,000. SALE OF VIRUS, \$40. BURIAL, \$9.75. TOTAL, \$18,049.75.		
To 418 Warrants on Comptroller.....	\$18,032 47	By 13 vouchers—Interments, removal of patients to hospital, removal and destruction of infected articles, Eastern District.	\$4,273 25
		By 13 vouchers—Interments, removal of patients to hospital, removal and destruction of infected articles, Western District	3,671 25
		By 32 vouchers—Coffins	1,882 00
		“ 23 “ Bedding	478 63
		“ 33 “ Livery	597 00
		“ 32 “ Supplies for Morgue.....	342 50
		“ 50 “ Postage.....	423 71
		“ 48 “ Vaccine virus.....	2,920 00
		“ 28 “ Papers and advertising.....	189 17
		“ 5 “ Analysis of water.....	270 00
		“ 43 “ Sulphur and fumigations.	365 38
		“ 48 “ Sundry small bills.....	315 58
		“ 2 “ Rent of shed	72 00
		“ 1 “ Removal of body.....	12 00
		“ 8 “ Supplies for Dumps.....	50 68
		“ 3 “ Annual report.....	513 80
		“ 3 “ Disinfectants.....	169 95
		“ 6 “ Telephones and messengers	304 45
		“ 6 “ Repairs	890 51
		“ 1 “ Cleaning sinks.....	30 00
		“ 14 “ N. S. Detective.....	210 00
		“ 6 “ Tools.....	50 61
To 418 Warrants on Comptroller.....	\$18,032 47	By 418 vouchers	\$18,032 47
To unexpended balance	17 28	By balance unexpended	17 28
	\$18,049 75		\$18,049 75

A. R. CARTER, Secretary Board of Health.

TABLE 3.

Nuisance and Sewer Accounts for the Year 1892.

Dr.	Appropriation, \$17,190.90.	Cr.
To 199 Warrants on Comptroller.....	\$17,120 75	By 53 vouchers—II. Paff, sewer work.....
		“ 53 “ M. F. Gorman, sewer work.....
		“ 12 “ Livery and shoeing.....
		“ 24 “ Tools and repairs.....
		“ 5 “ Rubber boots.....
		“ 9 “ Cleaning sinks.....
		“ 1 “ Abating nuisance.....
		“ 7 “ Lime.....
		“ 12 “ Acids.....
		“ 17 “ Pumping ponds.....
		“ 1 “ Rent of shed.....
		“ 5 “ Removing filth from docks.
		1,189 25
To 199 Warrants on Comptroller.....	\$17,120 75	By 199 vouchers.....
To balance unexpended	70 15	By balance unexpended.....
	\$17,190 90	

A. R. CARTER, *Secretary Board of Health.*

TABLE 4.

Account of the Quarantine Hospital of the Port of Baltimore for the Year 1893.

Dr.	APPROPRIATION, \$18,000.		Cr.
To 138 Warrants on Comptroller.....	\$17,975 43	By 12 vouchers—	\$12,937 00
		" 10 " Pay rolls.....	1,367 16
		" 10 " Provisions.....	705 82
		" 31 " Groceries.....	840 59
		" 4 " Supplies.....	272 90
		" 4 " Insurance.....	113 60
		" 11 " Fertilizers.....	702 45
		" 9 " Coal.....	130 65
		" 4 " Ice.....	37 20
		" 2 " Medicines.....	17 19
		" 3 " Lumber.....	95 50
		" 5 " Flags and awnings.....	50 82
		" 1 " Clothing.....	52 00
		" 1 " Cow.....	3 00
		" 6 " Paper.....	76 78
		" 4 " Seed and implements.....	126 35
		" 1 " Wagon and harness.....	43 18
		" 5 " Painting.....	223 24
		" 15 " Feed.....	980 00
		" 15 " Repairs.....	
To 138 Warrants on Comptroller.....	\$17,975 43	By 138 vouchers.....	\$17,975 43
To balance unexpended.....	24 57	By balance unexpended.....	24 57
	\$18,000 00		\$18,000 00

A. R. CARTER, Secretary Board of Health.

TABLE 5.

Account for Removing Filth from Docks for the Year 1892.

Dr.	APPROPRIATION, \$4,000.	RESOLUTION 180, \$2,000.	TOTAL, \$6,000.	Cr.
To 21 Warrants on Comptroller.....	\$4,480 50	By 14 vouchers—John Begnell.....		\$4,110 75
		“ 3, “ Johnson & Co.....		13 25
		“ 1 “ Horner & Co.....		4 50
		“ 1 “ Green & Bro.....		1 00
		“ 2 “ M. W. Adams.....		351 00
To 21 Warrants on Comptroller..	\$4,480 50	By 21 vouchers.....		\$4,480 50
To nuisance and sewers.....	1,188 00	By nuisance and sewers.....		1,188 00
To unexpended balance.....	331 50	By balance unexpended.....		331 50
	\$6,000 00			\$6,000 00

A. R. CARTER, *Secretary Board of Health.*

TABLE 6.

Salary Account for Post Mortem Medical Examiners for the Year 1892.

Dr.	APPROPRIATION, \$1,500.		Cr.
To 24 Warrants on Comptroller.....	\$1,500 00	By 12 vouchers—N. G. Keirle, M. D.....	\$1,000 00
		“ 12 “ J. B. Schwatka, M. D.....	500 00
To 24 Warrants on Comptroller.....	\$1,500 00		\$1,500 00

A. R. CARTER, *Secretary, Board of Health.*

TABLE 7.

Contract for the Removal of Refuse from Canning and Packing Houses for the Year 1892.

DR.	APPROPRIATION, \$5,000.		CR.
	\$5,000 00		
To 2 Warrants on Comptroller.....		By 1 Voucher—M. W. Adams.....	\$2,916 67
		“ 1 “ —M. W. Adams.....	2,083 33
To 2 Warrants on Comptroller.....	\$5,000 00	By 2 Vouchers.....	\$5,000 00

A. R. CARTER, *Secretary Board of Health.*

TABLE 8.

Salary Account City Annex for the Year 1892.

Dr.	APPROPRIATION, \$3,800.		Cr.
To 12 Warrants on Comptroller.....	\$3,800 00	By 12 Vouchers—A. R. Carter, Secretary....	\$3,800 00
A. R. CARTER, <i>Secretary Board of Health.</i>			

TABLE 9.

Nuisance and Sewer Account, City Annex, for the Year 1892.

Dr.	APPROPRIATION, \$2,500.		Cr.
To 33 Warrants on Comptroller.....	\$2,425 51	By 12 Vouchers—George Rinehart.....	\$899 50
		“ 12 “ George E. Brown.....	892 50
		“ 6 “ H. Palf.....	422 17
		“ 3 “ M. F. Gorman.....	211 34
To 33 Warrants on Comptroller.....	\$2,425 51	By 33 Vouchers.....	\$2,425 51
“ Balance unexpended	74 49	“ Balance unexpended.....	74 49
	\$2,500 00		\$2,500 00

A. R. CARTER, *Secretary Board of Health.*

TABLE No. 10.

Statement of Appropriations to, Expenditures by, and Unexpended Balances of the Health Department for the Year 1892.

APPROPRIATIONS.	
Salaries.....	\$38,450 00
General Health.....	18,049 75
Nuisance and Sewers.....	17,190 90
Quarantine.....	18,000 00
Post Mortem Medical Examiners.....	1,500 00
Removing Filth from Docks.....	6,000 00
Removal of Canning and Packing House Refuse.....	5,000 00
	\$104,190 65
EXPENDITURES.	
Salaries.....	\$38,450 00
General Health.....	18,032 47
Nuisance and Sewers.....	17,120 75
Quarantine.....	17,975 43
Post Mortem Medical Examiners.....	1,500 00
Removing Filth from Docks.....	5,668 50
Removal of Canning and Packing House Refuse.....	5,000 00
	\$103,747 15
UNEXPENDED BALANCES.	
General Health.....	\$ 17 28
Nuisance and Sewers.....	70 15
Quarantine.....	24 57
Removing Filth from Docks.....	331 50
	\$443 50

TABLE No. 10—Concluded.

 APPROPRIATIONS—CITY ANNEX.

Salaries.....	\$3,800 00
Nuisance and Sewers.....	2,500 00
	\$6,300 00

EXPENDITURES.

Salaries.....	\$3,800 00
Nuisance and Sewers.....	2,425 51
	\$6,225 51

UNEXPENDED BALANCE.

Nuisance and Sewers.....	\$74 49
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A. R. CARTER,

Secretary Board of Health.

TABLE No. 11.

Annual Report of Deaths from all Causes in the City of Baltimore for the Year 1892.

Cause of Death.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Abscess, Pelvic.....	...	...	...	2	...	1	...	...	...	...	...	...	3
" Psoas.....	...	...	...	...	3	...	...	...	...	1	...	...	4
" Cerebral.....	...	...	...	...	1	...	...	...	...	1	...	...	2
" Cervical.....	...	...	...	...	1	...	...	...	...	...	...	...	1
" Hepatic.....	...	...	...	...	...	2	...	...	...	...	...	...	2
" Pulmonary.....	...	...	...	...	...	...	...	...	1	...	...	...	1
" Hip.....	...	...	...	...	...	...	...	...	...	...	...	1	1
Abortion.....	1	...	...	1	...	...	...	...	1	...	...	...	3
Anæmia.....	...	...	...	...	...	...	...	...	1	...	...	...	2
" Pernicious.....	1	...	1	...	1	...	...	2	...	...	...	...	5
Angina Pectoris.....	2	2	2	3	2	1	3	1	1	...	4	2	23
Anæurism of Aorta.....	1	2	1	1	2	...	1	...	...	2	1	1	12
Apoplexy.....	15	14	15	18	11	14	18	17	13	16	24	14	189
Asphyxia.....	2	1	2	1	3	3	1	1	1	1	1	2	19
Asthma.....	6	4	2	...	2	3	...	4	2	5	7	4	39
Asthenia.....	4	6	9	5	2	2	8	6	6	8	9	13	78

[illegible]

TABLE No. 11—Continued.

Cause of Death.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Cancer of Lip	...	...	...	1	...	...	...	...	...	...	...	...	1
“ of Jaw	...	...	...	1	...	...	...	...	...	...	...	...	1
“ of Nose	...	...	...	...	2	...	...	...	1	...	...	...	3
“ of Mediastinum ..	...	...	...	...	1	...	...	...	...	...	...	...	1
“ of Spine	...	...	...	...	1	...	...	...	...	...	...	...	1
“ of Abdomen	...	...	...	...	...	1	...	...	...	...	...	...	1
“ of Kidney	...	...	...	...	...	1	...	...	...	...	...	...	1
“ of Cervix	...	...	...	...	...	...	1	1	...	...	...	...	2
“ of Eye	...	...	...	...	...	...	...	...	...	...	...	...	1
“ of Tongue	...	...	...	...	...	...	...	1	...	1	...	...	2
“ of Head	...	...	...	...	...	...	...	...	...	1	...	...	1
“ of Mouth	...	...	...	...	...	...	...	...	...	1	...	...	1
“ of Neck	...	...	...	...	...	...	...	...	...	...	1	...	1
“ of Bowels	...	...	...	...	...	...	...	...	...	...	1	...	1
“ of Spleen	...	...	...	...	...	...	...	...	...	...	...	1	1
Carbuncle	1	...	1	...	...	...	2	1	2	...	...	...	7
Capillary Bronchitis	13	5	9	12	4	4	6	5	5	7	6	7	83

[illegible]

Intussusception.	2	2	1	1	3	....	2	1	....	2	....	12
Intemperance.	5	2	3	2	5	....	2	1	3	2	3	33
Indigestion. ....	....	1	1	....	1	3	3	1	1	....	....	11
Iscuria. ....	....	....	....	....	1	....	1	....	....	....	....	3
Insolation. ....	....	....	....	....	....	2	....	....	....	....	....	2
Illens. ....	....	....	....	....	....	....	1	....	....	....	....	1
Inflammation of Brain ...	5	3	6	3	1	4	5	6	5	1	2	43
“ of Bladder	2	1	4	1	2	1	2	1	....	3	2	21
“ of Bowels.	4	2	4	3	5	10	27	23	6	6	6	104
“ of Stomach ...	12	8	8	11	4	12	13	16	5	8	6	112
“ of Bronchi.	32	32	22	24	26	18	20	14	15	24	30	275
“ of Kidneys.	14	11	11	20	25	22	21	15	18	14	18	198
“ of Larynx.	1	3	2	....	....	1	....	....	....	....	3	10
“ of Liver. ....	....	....	2	1	....	3	2	1	....	3	....	14
“ of Pericardium	2	....	1	6	1	....	....	2	1	2	1	16
“ of Peritoneum.	4	6	5	9	4	4	10	2	3	3	6	62
“ of Pleura. ....	....	2	1	3	3	1	4	....	2	3	3	22
“ of Tonsils.	2	2	....	1	....	....	....	....	....	1	....	6
Jaundice. ....	....	2	1	....	2	1	4	4	3	1	....	18
Laparotomy.	1	1	....	3	1	....	....	....	1	1	1	10
Lecocythæmia. ....	....	....	1	....	1	....	....	....	1	1	....	5
Lithotomy. ....	....	....	....	....	....	....	....	1	....	....	....	1
Marasmus.	13	14	16	12	15	26	55	54	27	15	17	314
Meningitis.	18	21	19	19	16	24	31	24	14	13	8	222
“ Tubercular ...	2	5	17	8	7	9	6	4	5	4	7	77

Pneumonia	108	88	88	95	50	37	26	17	33	45	63	81	731
“ Broncho.	7	3	8	4	5	5	2	4	3	8	6	3	58
“ Typhoid.	1	1	1	1	2	1	2	2	3	2	....	3	18
“ Pleuro.	2	3	1	1	....	1	....	....	1	....	1	1	11
Premature Birth	12	13	13	22	16	30	14	10	19	15	20	15	199
Poison.	2	....	1	1	1	2	....	1	1	1	....	2	12
Purpura.	1	....	....	1	1	....	....	1	....	....	....	....	4
Phlegmacia Dolens.	1	....	....	....	....	....	....	....	....	....	....	....	1
Puerperal Peritonitis . . . . .	....	....	....	1	2	3	2	1	3	4	3	7	26
“ Septicæmia.	2	1	2	4	3	....	1	....	....	1	1	2	17
Paralysis	29	17	26	16	18	23	30	15	16	23	19	26	258
Progressive Locomotor													
Ataxia. . . . .	....	1	....	1	....	....	3	1	....	....	2	1	9
Prolonged Labor . . . . .	....	1	1	....	....	....	1	....	2	....	....	....	5
Pott's Disease . . . . .	....	1	....	....	1	1	1	1	....	....	....	....	5
Placental Prævia . . . . .	....	....	....	1	....	....	....	....	....	....	....	....	1
Pyæmia . . . . .	....	....	....	....	2	2	1	....	1	1	....	1	8
Phlebitis . . . . .	....	....	....	....	1	....	....	1	....	....	....	....	2
Ptyalism . . . . .	....	....	....	....	....	....	1	....	....	....	....	....	1
Proctitis. . . . .	....	....	....	....	....	....	....	....	....	1	....	....	1
Perityphlitis . . . . .	....	....	....	....	....	....	....	....	....	....	1	....	1
Rheumatism	1	1	1	2	4	1	....	1	1	1	2	....	15
“ Inflammatory	2	3	2	3	2	5	1	....	1	1	1	....	21
Stricture of Bowels.	1	3	1	6	2	3	1	1	3	....	1	5	27
“ of Rectum . . . . .	....	....	....	....	....	....	....	....	1	....	....	....	1

TABLE No. 11—Continued.

Cause of Death.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Stricture of Urethra.	...	...	...	...	...	...	...	...	...	...	1	...	1
Scrofula	2	...	1	4	2	2	1	1	1	3	...	1	17
Softening of Brain	4	3	3	2	5	2	5	3	3	...	1	3	34
Suicide.	3	2	6	6	4	6	3	7	5	1	1	4	48
Syphilis	3	2	1	4	5	2	4	1	2	4	1	3	32
Scalds.	...	1	2	1	2	...	...	1	1	3	...	2	13
Septicæmia.	...	1	3	1	3	1	...	1	...	2	1	1	14
Suffocation by Smoke.	...	1	...	...	...	...	...	...	...	...	...	...	1
“ by Illuminat- ing Gas.	...	...	...	1	...	...	...	...	...	...	...	...	1
Suffocation by Coal Gas. “ in Sink.	...	...	...	...	...	1	...	...	...	...	...	2	2
Sun Stroke.	...	...	...	...	...	2	103	17	...	...	...	...	122
Surgical Operation	...	...	...	...	...	...	...	...	...	...	...	1	1
Salpingitis.	...	...	...	...	...	...	...	...	...	...	...	1	1
Tetanus	1	...	...	...	...	3	...	...	3	2	1	...	10
Trismus Nascentium.	4	6	3	3	3	3	4	6	4	4	3	5	48

Tumor Ovarian.....	3	...	...	2	1	1	...	2	2	1	...	1	12
“ Uterine.....	1	...	...	...	...	...	...	...	...	...	...	...	1
“ of Chest.....	1	...	...	...	...	...	...	...	...	...	...	...	1
“ of Brain.....	...	...	...	1	1	1	1	1	1	...	...	...	4
“ of Abdomen.....	...	...	...	...	...	...	...	...	...	...	...	1	1
Tabes Mesenterica.....	...	...	...	...	1	1	...	3	2	...	1	...	7
Toxæmia.....	...	...	...	...	1	1	...	...	...	...	...	...	1
Uræmia.....	1	3	2	1	3	...	4	3	...	2	2	...	23
Ulcer of Leg.....	1	...	...	...	...	2	...	...	...	...	...	...	3
“ of Stomach.....	1	...	...	...	...	1	1	...	...	...	...	...	3
“ of Bowels.....	...	2	...	...	...	...	...	...	...	...	...	...	2
“ of Throat.....	...	...	...	...	...	...	...	...	1	...	...	...	1
Unknown Adults.....	3	...	1	...	1	...	1	...	1	...	...	3	10
“ Infants.....	1	2	2	...	2	...	3	2	1	2	...	2	17
Varicella.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Whooping Cough.....	4	3	3	1	1	1	6	2	2	5	2	2	32
Wounds by Cars.....	5	...	5	5	1	4	2	7	5	5	6	5	50
“ by Fall.....	2	3	5	3	6	3	5	1	7	13	1	10	59
“ by Gunshot.....	1	1	...	2	1	1	1	2	1	1	1	...	12
“ by Blow.....	...	...	...	...	...	...	...	1	...	...	...	...	1
“ by Explosion.....	...	...	...	...	...	...	...	1	...	...	...	...	1
“ Crushed.....	2	...	3	1	4	2	2	3	4	1	5	2	29
Grand total.....	1024	844	895	829	752	848	1479	945	741	752	710	763	10,582

TABLE No. 11—Continued.

1892—Ages.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Under 1 year	178	174	174	156	136	306	627	373	209	190	148	163	2,834
Between 1 and 2 years ..	86	64	87	76	45	72	153	104	62	49	41	47	886
Between 2 and 5 years ...	74	69	93	75	81	49	53	33	43	48	49	56	723
Total under 5 years	338	307	354	307	262	427	833	510	314	287	238	266	4,443
Between 5 and 10 years ..	54	56	49	54	34	33	35	21	25	33	19	23	436
“ 10 “ 15 “ ..	18	18	17	11	19	10	19	10	11	7	6	9	155
“ 15 “ 20 “ ..	28	23	22	27	29	25	30	22	35	29	25	14	309
“ 20 “ 30 “ ..	69	79	62	83	70	50	75	72	86	71	68	62	847
“ 30 “ 40 “ ..	90	64	75	78	56	57	74	57	57	73	51	84	816
“ 40 “ 50 “ ..	79	55	59	54	73	58	83	57	47	57	63	63	748
“ 50 “ 60 “ ..	75	65	73	67	58	54	90	64	52	58	70	72	798
“ 60 “ 70 “ ..	101	74	79	68	66	62	110	55	53	54	68	83	873
“ 70 “ 80 “ ..	101	67	71	49	55	44	89	44	42	53	56	57	728
“ 80 “ 90 “ ..	63	31	29	28	25	23	34	28	15	27	41	27	371
“ 90 “ 100 “ ..	8	4	5	3	5	5	7	3	4	3	4	2	53
“ 100 “ 110 “ ..	....	1	....	....	....	....	....	2	....	....	....	1	4
Above 110 years .....	....	....	....	....	....	....	....	....	....	....	1	....	1
Totals	1024	844	895	829	752	848	1479	945	741	752	710	763	10,582

NATIVITY.		317	243	276	268	217	287	494	329	240	232	219	228	3,350
U. S.—White Males.	“ Females....	300	279	264	250	230	272	438	296	227	225	198	202	3,181
Foreign—White Males ..	“ Females.	92	80	80	78	80	61	117	65	66	79	71	82	951
Colored—Males.....	“ Females.....	88	100	100	81	89	89	151	86	72	88	81	80	1,105
“ Females.....	“ Females.....	116	82	106	82	82	73	169	96	80	82	67	81	1,116
Totals.	“ Females.....	1024	844	895	829	752	848	1479	945	741	752	710	763	10,582
Still-births	“ Females.....	59	69	58	52	65	78	66	72	77	69	72	76	813
Marriages	“ Females.....	278	408	264	453	313	444	312	326	427	449	443	368	4,485
Births (Reported)	“ Females.....	707	809	869	735	776	771	688	836	875	790	775	803	9,434

Population estimated by Police Census, 1890, White, 384,394; Colored, 71,033; Total, 455,427. Total mortality during the year, 10,582; United States, White, 6,531; Foreign, 1,830; Colored, 2,221; Total, 10,582. Annual Death Rate per 1,000, whole population, 23.25; White, 21.77; Colored, 29.86. Total Births (reported), 9,434; Birth Rate per 1,000 population, 20.73. Total Marriages, 4,485; Marriage Rate per 1,000 population, 9.85. Total Still Births, 813.

TABLE No. 11—Continued.

Total Number of Deaths Monthly in each Ward.

Wards.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
First	49	29	44	36	38	55	64	62	41	45	42	31	536
Second	48	37	53	51	31	48	98	65	42	32	32	40	577
Third	40	26	27	22	27	39	48	34	26	22	22	27	360
Fourth	35	30	25	25	16	23	45	37	17	17	18	21	309
Fifth	25	17	35	26	32	26	46	35	25	20	21	37	345
Sixth	71	51	57	63	48	76	118	73	70	55	49	57	788
Seventh	62	48	55	46	34	38	86	50	45	39	37	35	575
Eighth	66	52	45	38	41	44	84	41	40	35	42	43	571
Ninth	52	41	49	29	44	40	63	30	27	57	40	49	521
Tenth	35	27	39	27	21	27	42	31	22	21	24	19	335
Eleventh	50	43	34	28	44	30	60	37	37	29	28	47	467
Twelfth	65	44	48	40	35	43	83	45	36	37	41	39	556
Thirteenth	27	34	37	40	27	39	60	32	34	28	23	34	415
Fourteenth	31	40	39	36	34	38	61	32	20	23	28	20	402
Fifteenth	32	33	27	24	19	32	51	38	23	17	21	27	344
Sixteenth	48	33	33	39	32	29	47	22	20	29	20	19	371

Seventeenth.....	50	45	48	59	45	55	91	71	45	42	44	42	637
Eighteenth.....	67	55	55	51	44	46	100	58	44	39	44	46	649
Nineteenth.....	56	38	37	49	50	44	76	45	31	39	38	34	537
Twentieth.....	42	51	34	43	42	37	64	36	34	41	30	39	493
Twenty-first.....	23	30	27	24	17	15	41	26	27	39	25	29	323
Twenty-second.....	50	40	47	33	31	24	51	45	35	46	41	28	471
Totals	1024	844	895	829	752	848	1479	945	741	752	710	763	10,582

TABLE No. 11—Concluded.

Births.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
White Males.....	311	348	342	334	332	337	327	356	390	363	353	361	4,154
White Females.....	307	327	376	302	332	327	274	344	364	324	320	336	3,933
Total	618	675	718	636	664	664	601	700	754	687	673	697	8,087
Colored Males.....	40	79	68	53	65	60	37	72	57	58	52	60	701
Colored Females.....	49	55	83	46	47	47	50	64	64	45	50	46	646
Total	89	134	151	99	112	107	87	136	121	103	102	106	1,347
Illegitimate White.....	19	18	30	7	11	33	19	28	26	28	13	29	261
Illegitimate Colored.....	15	25	40	21	29	35	24	50	33	30	24	33	359
Total Illegitimate.....	34	43	70	28	40	68	43	78	59	58	37	62	620

A. R. CARTER,

Secretary Board of Health.

Sixty-Fourth Annual Report

— OF THE —

Board of Commissioners

— OF —

PUBLIC SCHOOLS,

— TO THE —

MAYOR AND CITY COUNCIL OF BALTIMORE,

— FOR THE —

YEAR ENDING DECEMBER 31st, 1892.

BOARD OF COMMISSIONERS OF PUBLIC SCHOOLS

FOR 1892.

OFFICERS:

PRESIDENT.....	JOHN T. MORRIS.
SECRETARY.....	HENRY M. COWLES.
SUP'T OF PUBLIC INSTRUCTION.....	HENRY A. WISE.
ASSISTANT SUP'T OF INSTRUCTION.....	JOHN E. McCAHAN.
ASSISTANT SECRETARY.....	ALBERT MARSHALL.
SUPERINTENDENT OF SUPPLIES.....	CHRISTIAN W. KEIDEL.
LIBRARIAN.....	FRANCIS J. RUTH.

MEMBERS OF THE BOARD:

HON. FERDINAND C. LATROBE, MAYOR,

WARD.		TERM EXPIRES.
1.	JOHN F. LANGHAMMER.....	1893
2.	SIMON L. FELBER.....	1895
3.	JOHN B. WENTZ.....	1896
4.	EDWARD A. BURKE.....	1894
5.	WM. H. B. FUSSELBAUGH, OF J.....	1893
6.	JOHN WEBER.....	1896
7.	FRANK H. KAMPE.....	1894
8.	JOHN T. FOLEY.....	1895
9.	MICHAEL SHEEHAN.....	1895
10.	JOHN T. MORRIS.....	1894
11.	WILLIAM W. DIX.....	1896
12.	*THOMAS P. BALDWIN.....	1893
13.	CHARLES J. WIENER.....	1895
14.	JAMES BOSLEY, M. D.....	1896
15.	NELSON BAKER.....	1893
16.	JOHN B. BIEMILLER.....	1894
17.	†ROBERT J. MCCUEN.....	1896
18.	**JOHN J. FENTON.....	1894
19.	HENRY ALLNUTT.....	1895
20.	JAMES L. MURRILL.....	1893
21.	ALCAEUS HOOPER.....	1893
22.	A. WARFIELD MONROE.....	1893

*Died October 27th. On November 14th, the City Council elected James W. Denny to represent the 12th Ward.

†Resigned January 3d, 1893. On the same day, the Board elected Joseph P. McGonigle to represent the 17th Ward.

**Resigned September 6th. On September 13th, the Board elected Robert H. Cornthwaite to represent the 18th Ward, and on September 26th, the City Council confirmed said election.

STANDING COMMITTEES.

Messrs. Denny, McGonigle and Cornthwaite succeeded Messrs. Baldwin, McCuen and Fenton as members of the respective committees.

1. BALTIMORE CITY COLLEGE.

Messrs. Foley, Bosley, Baldwin, Baker, President and Superintendent.

2. FEMALE HIGH SCHOOLS.

Messrs. Wentz, Wiener, Fusselbaugh, Monroe, Murrill, Langhammer, President and Superintendent.

3. GRAMMAR SCHOOLS.

Messrs. Fusselbaugh, Hooper, Allnutt, Sheehan, Weber, President and Superintendent.

4. PRIMARY SCHOOLS.

Messrs. Langhammer, Dix, Foley, Kampe, Burke and Assistant Superintendent.

5. ENGLISH-GERMAN SCHOOLS.

Messrs. Felber, Wentz, Wiener, Langhammer and Weber.

6. MANUAL TRAINING SCHOOL.

Messrs. Wentz, Felber, Sheehan, Dix, Murrill, President and the Mayor.

7. COLORED SCHOOLS.

Messrs. Dix, Baldwin, Hooper, Langhammer, Fenton and Superintendent.

8. NORMAL SCHOOL.

Messrs. Allnutt, Murrill, Wiener and Superintendent.

9. TEXT BOOKS.

Messrs. Monroe, Wentz, Bosley, Wiener, Baldwin, President, Superintendent and Assistant Superintendent.

10. FURNITURE.

Messrs. Baldwin, Allnutt, Kampe, Dix and McCuen.

11. MUSIC.

Messrs. Wentz, Felber, Foley, Baker and Biemiller.

12. DISCIPLINE.

Messrs. Biemiller, Dix, Baker, Fusselbaugh, Felber, President, Superintendent and Assistant Superintendent.

13. ACCOUNTS.

Messrs. Hooper, Wiener, Burke, Fusselbaugh and McCuen.

14. EXPENDITURES.

Messrs. Burke, Baker, Hooper, Bosley, Weber and President.

15. EXAMINATIONS.

Messrs. Fenton, Hooper, Dix, President, Superintendent and Assistant Superintendent.

16. BI-WEEKLY REPORTS.

Messrs. Kampe, Burke and Sheehan.

17. CONFERENCE.

Messrs. Weber, Baldwin, Langhammer, Felber and Biemiller.

18. BUILDINGS.

Messrs. Baker, Bosley, Fenton, Sheehan, McCuen, President, Superintendent and Assistant Superintendent.

19. PRINTING.

Messrs. Foley, Biemiller and Kampe.

20. HEALTH.

Messrs. Bosley, Fusselbaugh and Murrill.

21. DRAWING.

Messrs. Sheehan, Allnutt, Murrill, Fenton and Langhammer.

22. INTESTATES' ESTATES.

Messrs. Wiener, Wentz and Biemiller.

23. HEATING APPARATUS AND FUEL.

Messrs. McCuen, Fenton, Burke, Allnutt, Kampe and President.

24. RULES.

Messrs. Monroe, Wentz and Hooper.

25. PUBLIC SCHOOL LIBRARY.

Messrs. Wentz, Allnutt, Foley, Monroe and President.

26. NON-RESIDENT PUPILS.

Messrs. Murrill, Hooper and President.

REPORT

— OF THE —

BOARD OF COMMISSIONERS OF PUBLIC SCHOOLS OF BALTIMORE.

OFFICE OF COMMISSIONERS OF PUBLIC SCHOOLS,

January 1st, 1893.

*The Mayor and City Council
of Baltimore:*

The Board of Commissioners of Public Schools respectfully submits for your consideration its Sixty-Fourth Annual Report, for the year ending December 31st, 1892, containing a full statement of the receipts and expenditures of the schools during the year, and estimates for the year 1893, and other interesting information with reference to their work, condition and wants.

SCHOOL STATISTICS.

The whole number of schools during the year was 164, of which 156 were day schools under the charge of 1,392 teachers, and 8 were evening schools under 38 teachers, classified as follows:

	Teachers.	Pupils.
1 Baltimore City College.....	15....	463
2 Female High Schools.....	25....	904
40 Grammar Schools.....	335....	12,829
64 Primary Schools.....	512....	20,764
5 English-German Schools.....	132....	5,439
1 Baltimore Manual Training School..	15....	385
1 Manual Training School for colored children.....	5....	93
21 Colored Schools.....	178....	7,283
21 Annex Schools.....	152....	6,246
8 Evening Schools.....	38....	1,413

In addition to the above-mentioned teachers, there are 23 other special teachers, 2 of music, 10 of drawing, and 11 of sewing, who give daily instruction in the schools assigned to them. From this statement it will be seen that the total number of enrolled pupils in the day and evening schools at the end of the year was 55,819, under the charge of 1,430 teachers. The average attendance in the day schools was 43,869, and in the evening schools 842; and the whole number of pupils who attended the schools during the year, excluding duplicate enrollments, was 69,023.

The increase in the number of day schools was 8, and in the evening schools 7; in the number of teachers in day schools 91, and in the evening schools 32; in the number of enrolled pupils in the day schools 1,863, and in the evening schools 1,147; in the average attendance of the day schools 971, and in

the evening schools 607. The usual average annual increase in the number of pupils has been about 1,000, but during the past year the increase in the day and evening schools has been 3,010.

The percentage of attendance in the day schools was 84, ranging from 95 in Baltimore Manual Training School, being the highest, to 79 in the Colored Schools, being the lowest; and in the Evening Schools it was 68.

The whole number of non-resident pupils in the schools during the year was 232, and on roll at the end of the year, 137; and the amount received from them for tuition and use of books was \$3,532.50.

The public schools of Baltimore were established for the education of children, whose parents or guardians are residents of the city, and the children of non-residents are therefore only entitled to admission on the payment of the fees prescribed by the ordinance on this subject, namely: Baltimore City College, \$50; Baltimore Manual Training School, \$50; Female High Schools, \$32; Grammar Schools, \$16; Primary Schools, \$12.

The average per capita cost of the pupils in the day schools, based on enrollment and current expenses, was \$18.48, and in the evening schools, \$2.77; and in the several grades, as follows:

Baltimore City College.....	\$86 83
Baltimore Manual Training School.....	84 20

Female High Schools.....	34 30
Male Grammar Schools.....	23 00
Female Grammar Schools.....	18 35
Male Primary Schools.....	15 10
Female Primary Schools.....	14 60
Annex Schools	16 50
English-German Schools.....	16 10
Colored High and Grammar Schools.....	20 00
Colored Primary Schools.....	14 20

FINANCIAL.

The estimate submitted by the Board for the current expenses of 1892 was \$1,028,500, of which \$105,000 was for Annex Schools. The amount appropriated was \$1,014,937.72, including \$1,937.72 for Intestates' Estates, being \$15,500 less than the estimate, as follows:

Salaries in the first twenty wards.....	\$718,500 00
Other current expenses.....	155,000 00
Salaries in Annex Schools.....	84,000 00
Other current expenses.....	20,500 00
Baltimore Manual Training School.....	25,000 00
Colored Manual Training School.....	10,000 00
Intestates' Estates, collection.....	1,937 72

The total amount expended was \$1,009,584.18, of which \$888,397.16 was for white schools, and \$121,187.02 for colored schools, leaving an unexpended balance of \$5,493.54.

RECEIPTS.

The total receipts for current expenses of the schools were as follows:

From City Collector, taxes.....	\$671,471 66
“ State Treasurer, taxes	184,697 89
“ Non-resident pupils.....	3,532 50
“ Intestates’ Estates.....	1,937 72
“ John F. Plummer, interest on legacy	114 50
“ All other sources.....	147,829 91
	\$1,009,584 18

In previous reports, your attention was called to the large amount of taxes annually paid by the city to the State, for the use of the public schools of the counties, in excess of the share received by the city in the distribution of this State tax for the support of public schools; and it was suggested that some action should be taken by the city to secure a more equitable division of this fund by the State Treasurer. During the fiscal year of the State Comptroller, ending September 30th, the amount received from the City of Baltimore for this purpose was \$272,228.59, and the amount apportioned to it under the law was \$168,360.58.

This fund arises from an annual tax of $10\frac{1}{2}$ cents on every \$100 worth of assessable property, and is paid to the State Treasurer, and is afterwards distributed by him between the counties and the City of Baltimore, in proportion to their school population. Several

of the counties have recently become dissatisfied with the present mode of distribution of this fund, and at the last Session of the General Assembly an order was adopted directing the appointment of a commission to investigate the subject. Subsequently the Governor appointed a commission of five persons, who have organized, and are now collecting information from the School Boards of the city and counties for the purpose of formulating a satisfactory plan to remedy the existing inequality in the distribution of this school tax; and if the city desires to be relieved in this matter it can submit its recommendation for the consideration of this commission.

EXPENDITURES.

The total amount paid by the Board for current expenses of the schools was \$1,009,584.18, and by the Inspector of Buildings for new buildings and repairs of old houses, was \$167,040.19, as follows :

Salaries of teachers, first twenty wards...	\$717,114 85
Current expenses in same.....	154,997 47
Salaries of teachers in Annex Schools...	83,853 25
Current expenses in same.....	19,166 71
Baltimore Manual Training School.....	24,996 81
Colored Manual Training School.....	7,377 54
Intestates' Estates fund, purchase of organs, &c.....	1,937 55
	\$1,009,584 18

By ordinance, the amount annually received from Intestates' Estates is subject to the order of the Board,

to be expended as it may deem proper, in addition to the regular annual appropriations, and the amount collected last year was applied to the purchase of organs for such schools as were in need of them.

The amount expended by the Inspector of Buildings was as follows :

For new buildings in the first twenty wards.	\$113,411	38
For repairs of old houses, “ “	13,000	00
	\$126,411	38
New buildings in Twenty-first and Twenty-second Wards for Annex Schools.....		
	\$37,628	81
Repairs of old houses for Annex Schools.....	3,000	00
	\$167,040	19

The Inspector of Buildings has made the necessary repairs to the extent of his appropriation for that purpose, and has faithfully and promptly performed his duties to this department. As repairs are required from year to year to keep the school houses in proper condition, it is important that liberal appropriations should be made to his department for this purpose.

The statement of expenditures shows that the Board has strictly complied with the ordinance which forbids the several departments from expending any money or contracting any debts beyond the amounts appropriated for their use.

ESTIMATE FOR 1893.

The estimate for current expenses of the schools for 1893 is \$1,058,541, as follows:

For all the schools in the first twenty wards, including the Manual Training Schools...	\$936,681
For all the schools in the Twenty-first and Twenty-second Wards, Annex Schools...	117,000
For the World's Columbian Exposition Ex- hibit.....	4,860
	\$1,058,541

The several items of the above estimate are as follows:

Salaries of officers and teachers....	\$750,000
Rent of buildings.....	8,000
Books and stationery	48,000
Heating apparatus and repairs....	11,000
Furniture.....	30,000
Fuel.....	30,000
Repairs and cleaning.....	12,000
Printing, incidentals, etc.....	11,000
Baltimore Manual Training School, white pupils.....	26,110
Manual Training School, colored pupils	10,571
Salaries for teachers, Annex Schools	96,000
Other current expenses, “	21,000
World's Columbian Exposition Ex- hibit.....	4,860
	\$1,058,541

The above estimate was made after careful consideration of the wants of the schools during this year, and includes all the usual annual expenses, except the ground rents on the school houses, which will hereafter be charged to city property, and paid by that department. This change was recommended by the Board, and approved by the City Comptroller and Register, who advised that these rents should be paid in the same manner as the ground rents on other city property used by the other departments.

An appropriation of \$5,000 was made for payment of the expenses of the school exhibit at the World's Columbian Exposition, of which \$1,000 was provided in the levy of 1892, and the balance in 1893; and as only \$140 of the amount was used during the past year, it will be necessary to appropriate the balance of \$4,860 this year, for this purpose, and which is included in the above estimate.

It is recommended that the appropriation be made for salaries in one item, and that all the other current expenses be included in one amount, which the Board may apply in its discretion to the several accounts of the schools, without the necessity of obtaining special authority to transfer from one account to another.

SCHOOL HOUSES.

There are 108 buildings occupied by the schools, of which 86 are owned by the city, and 22 are rented, and the amount of rent paid during the year was \$8,924.42.

Five new school houses have been erected during the past year, namely: One for Grammar and Primary School No. 19, at the corner of Park avenue and Hoffman street, with seating capacity for one thousand pupils; one for Grammar Schools No. 18, on Harlem avenue; one for English-German School No. 1, at the corner of Pennsylvania avenue and Dolphin street; one for Annex Primary School No. 10, at Carroll, and the other for Annex School No. 11, on Millington avenue.

In addition to these, new houses are now in course of erection for Colored Primary School No. 3, on Hill street, and for Annex School No. 8, at Clifton, and the house occupied by Grammar Schools No. 20 has been enlarged by the addition of eight class-rooms.

These new houses are more comfortable and better suited for the use of the schools than those heretofore occupied by them, but they have not furnished sufficient accommodation for the increasing number of pupils, and it has again been necessary to rent several dwellings and other buildings. The Board regrets the necessity for using any rented buildings, as they are generally unsuited for school use, and always detrimental to the health of the teachers and children; and yet this evil cannot be avoided unless more and larger school houses are built, or it shall be ordered by the Board that no more children shall be admitted to the schools for want of accommodations. If the latter course should be adopted and children be excluded

from the schools, it would probably create ill feeling in our community and induce severe criticism on the neglect of the city to provide the necessary school houses. It is therefore undoubtedly the better policy for the city to continue the erection of new houses until the existing want is supplied; even though it may increase the annual tax for the support of the schools. No tax is more cheerfully paid by the people than that which is applied to the maintenance of our public schools, and no investment of the public money pays better interest than that invested in public education. It is the general complaint that many of our new school houses are too small and incommodious because the appropriations have not been sufficient to erect larger ones.

The Superintendent of Instruction and the Inspector of Buildings unite with us in recommending the erection of larger school houses hereafter, and the Mayor concurs in this opinion, and that larger appropriations should be made for this purpose. The lots should have a front of from 100 to 125 feet, and depth of from 150 to 200 feet, and the houses should contain a sufficient number of large class-rooms to accommodate not only the pupils now in the schools, but the future increase. If such houses were built it would meet the existing demand for more class-rooms, and obviate the necessity for making additions at increased cost.

The sum of \$400,000 of the \$6,000,000 loan has been set apart for the erection of new school houses, and it

is hoped that this will be sufficient to build new houses for Baltimore City College and Western Female High School, and also for several grammar and primary schools ; but if it is found to be insufficient, then it will be good policy to make additional appropriations for the purpose.

BALTIMORE CITY COLLEGE.

In view of the present untenable condition of Baltimore City College building on Howard street, it is recommended that an ordinance be passed as soon as possible authorizing the erection of another building for its use. The public sentiment of our community will justify prompt action by the city in this matter, so that the important interests of the college may not suffer by delay. It seems to be generally conceded that it will be impossible to rebuild and enlarge the present house so as to increase the number of classrooms, and to furnish more light and better ventilation, and other facilities which are essential for the future success of the college.

Under existing circumstances it is recommended that the usual course be pursued, and that the committee appointed for the purpose may be authorized to select a suitable lot of sufficient size, not less than the present site, but larger if possible, in such location as will permanently secure all the light, and air, and space, which are necessary for the comfort and health of the teachers and students. The appropriation should be liberal and sufficient to erect a building containing all

the modern improvements and appliances for the intellectual and physical education of the students, so that they may have equal advantages with the students of any other college in our country.

WESTERN FEMALE HIGH SCHOOL.

An appropriation is recommended for a new house for the Western Female High School, in such location as will be convenient for the large number of pupils in the school. The condition of the present building is so well known that it is not necessary to argue the necessity for a new house, and it is urged that the appropriation be sufficient to purchase a desirable site and erect a commodious building.

The girls of our public schools are entitled to have the same facilities furnished them as are enjoyed by the boys, and it will be a credit to our city and an advantage to our schools to erect in the same year two commodious and well equipped buildings of like character for the higher education of our boys and girls.

GRAMMAR AND PRIMARY SCHOOLS No. 9.

These schools occupy two rented dwellings on Courtland street, because no other building could be leased for their use in that neighborhood. These buildings are unsuited for the schools, which were once large and flourishing, but which are now decreasing in numbers because parents are unwilling to have the health of their children injured by confinement in such contracted class-rooms. There is a large number of chil-

dren of school age in that district who would attend these schools if a new house were erected, and they are entitled to the same facilities as those who reside in more favored sections of the city. We recommend that a lot be purchased north of the present location, and a liberal appropriation be made to erect a large house for the present and future use of these schools.

GRAMMAR SCHOOLS No. 10.

An order was passed by the Board recommending the erection of a new house for the use of these schools, which are now on the corner of Warren avenue and William street, and that their present building be remodeled for the use of Primary Schools No. 17, which now occupy an inconvenient house on Light street. This part of the city has grown rapidly in a southerly direction, and the new house should be located south of the present site for their accommodation, and an appropriation is asked for this purpose.

PRIMARY SCHOOLS No. 4.

These schools occupy the oldest school house in the city, on the corner of Hanover and Lee streets, and the Inspector of Buildings reports that it is impossible to alter or enlarge it so as to furnish suitable accommodations. It is the proper location for these schools because the children live in that district, and it would therefore be desirable to purchase the adjoining lot, which can be obtained for a fair price, and to remove the present building and erect a new and more commodious house on the two lots.

GRAMMAR SCHOOLS No. 6.

For several years it has been necessary to rent a house for the use of some of the classes of these schools, because the building has not sufficient accommodations for the number of pupils. The growth of the city in that section has been very rapid, and the number of school children has greatly increased, and although a large school house for No. 19 schools has been recently erected on Park avenue, yet it has not furnished any relief to these schools on Division street. It is submitted for your consideration that the present house occupied by these schools shall be enlarged in such manner as may be deemed best to obtain more class-rooms.

ANNEX SCHOOLS No. 3.

The house occupied by these schools was purchased from Baltimore county at the time of the annexation, and was large enough at that time for the comfortable accommodation of the children in attendance. But the increase in the number during the last year has compelled the committee on these schools to send a portion of them to the vacant rooms in Primary School No. 34, on Huntingdon avenue, and has thus removed them from the immediate control of their principals. The increase in the number of primary pupils at the opening of these schools in September next will necessarily require the use of all the class-rooms in the primary school house on Huntingdon avenue, and the classes for Annex No. 3 will have to occupy a rented building. These difficulties may be obviated by the

erection of another grammar school building between the present location of Annex Schools No. 3, and Annex Schools No. 2, at Waverly, and it is recommended that an appropriation be made for this purpose.

ANNEX SCHOOL No. —, AT WALBROOK.

The Board recently received an application from a large number of the residents of Walbrook for a new school house at that place, and upon a full examination of the matter, the Board is satisfied that an appropriation should be made for this purpose. There are several hundred children residing there, who are compelled to come a long distance to the other public schools at Clifton, Calverton and elsewhere, and we think that it is our duty to furnish them a school nearer their homes. The necessary ground can now be purchased there at a low price, and it is hoped that an appropriation will be promptly made, so that the new house may be completed and occupied at the opening of the schools in September.

COLORED SCHOOL No. 8.

It is hoped that steps will be taken in the near future to secure the building which has been authorized for the use of colored children in the northeastern section. No. 8 occupies portions of three buildings, all of which are in bad condition. Annex Colored School No. 10 occupies a rented chapel where the accommodations are insufficient, and the surroundings unhealthy, and Annex Colored School No. 1 occupies

two buildings, each furnishing insufficient and unsatisfactory accommodation. The erection of the building contemplated will relieve all those conditions.

ENGLISH-GERMAN SCHOOL No. 3.

This school occupies the whole of its building, a portion of the house occupied by Primary School No. 8, and a rented building on Baltimore street. The Board recommends that the rented house be purchased.

ANNEX SCHOOL No. 12 (ENGLISH-GERMAN.)

This school occupies two rented buildings, both of which are fully occupied. It is recommended that an appropriation be made for the erection of a building sufficiently large to accommodate the entire school and its growth, within the bounds of Lombard street, Calverton road, Wilkens avenue and Butchers' lane, or Lombard street, Monroe street, McHenry street and Gywnn's falls.

ADDITION TO ANNEX SCHOOL No. 9.

This school occupies the whole of its building, and a rented house near by. As there is an abundance of ground, it is recommended that an addition be erected.

PRIMARY SCHOOL IN SOUTHWESTERN PORTION.

In order to accommodate the large and constantly growing neighborhood, and to relieve Primary Schools No. 12 and No. 22, both of which are required to accommodate portions of their classes in rented houses, it is recommended that a suitable building be erected near the corner of Carey street and Washington road.

PRIMARY SCHOOL No. 36.

The school is located in a rented house on the corner of Collington avenue and Lombard street. It has filled so rapidly that the Board feels impelled to ask for the erection of a building for the use of the school.

COLORED SCHOOL No. 4.

The original intention was to remodel the building on Druid Hill avenue for the use of this school, after English-German School No. 1 should vacate it, but it has been found that the first appropriation was too small, and also that the colored population has so largely increased as to require more school accommodations than the remodeled building would furnish; therefore, instead of expending \$8,000 on the building on Druid Hill avenue, with an almost certainty of having to continue the use of the present or another rented house, it is recommended that the rented house (which was constructed for school purposes) be purchased, and that the school be allowed the use of both buildings.

PRIMARY SCHOOL No. 26.

The Board asks that steps be taken to relieve the scholars of this school from their present unsanitary surroundings.

CONDITION OF THE SCHOOLS.

The general condition of the schools is very satisfactory, and the reports of the superintendents show that the teachers have faithfully and efficiently performed

their duties, and the pupils have been earnest and successful in their work. Of course, it is not claimed that all our teachers are perfect in their modes of instruction, or that our schools cannot be further improved ; but it is believed that their present work will compare favorably with any other public schools in our country. There has been a large increase in the number of new schools and pupils, which indicates the public confidence in their management and results. If the number of pupils annually decreased there might be some apprehension of mismanagement, and the public would properly be entitled to know the cause. But the results in this respect, and as well in others, seem to be satisfactory to our community, of which a large number of its most influential and successful men and women have received their education in these schools, and they approve the work and cordially sustain the schools, even though the mode of appointment of commissioners and their management are sometimes adversely criticized.

The reports of the principals of Baltimore City College and the Female High Schools show that these schools are satisfactorily performing their important work. The history of our public school system clearly proves that the organization of these schools for the higher education of the pupils, who desired more instruction than they received in the grammar schools, gave an impetus to the whole system, and the schools increased in efficiency and numbers. Although only about four per cent. of the whole number of pupils

enter these schools, and the per capita cost is much higher than in the other grades, yet the results fully justify their establishment and liberal support. Most of the teachers in our schools are graduates of these high schools, and in this respect they are doing an important and useful work.

In his annual report the principal of the City College makes the gratifying statement that the students of the college who entered the Johns Hopkins University continue to maintain their former high record in that institution, as shown by the fact that the first three of the class obtaining degrees last June were from the college; and that all five scholarships were also awarded, after competitive examination, to former students of the college. These results show the high character of the instruction given to our students, which enables them to successfully compete with those who are educated in other colleges.

The faculty and students are very anxious to remove from the building now occupied by them, because it does not furnish them the proper facilities, and therefore unite with us in urging the early erection of a new and commodious building for their use.

An excellent portrait of the late principal, Dr. William Elliott, was presented by the Alumni Association to the Board for the use of the college.

The reports of the principals of the Female High Schools highly commend the work of the teachers and

pupils. There has been a large increase in the number of pupils in the Eastern School, and it will probably be necessary during this year to enlarge the present building for their accommodation.

The committee on these schools has recommended the discontinuance of instruction in French, and the introduction of Latin in its place, and that more time be given to the study of German, and the principals have prepared a new schedule of studies in compliance with the views of the committee, which will be introduced at the opening of the schools in September.

The course of studies is the same for boys and girls in all the other grades of the schools, but on entering the City College and the Female High Schools, the boys have greater opportunities by reason of the higher grade of instruction in the languages as well as in the other branches. Whatever may have been the views of those in charge of our schools in the past, it now seems to be the prevailing opinion that there should be no such difference between the studies in these higher schools, and that the girls who may desire to take the advanced course of instruction should have the same opportunity as the boys in the college.

The Colored High School is doing an important work in preparing its graduates for the positions of teachers in the colored schools which may hereafter be established. Its curriculum embraces all the necessary studies, and the annual examinations of the graduates

show their assiduity and proficiency, and their subsequent work as teachers in the colored schools has been entirely satisfactory. The report of the principal shows the increase in the number of pupils, and expresses his gratification with the work of the teachers and pupils.

The general discipline has been good, and the reports of the principals of the schools show that less corporal punishment has been given than during any previous year. Whilst corporal punishment is still retained in the schools, it can only be administered by the principals after proper investigation of charges against the pupils, and as such a small number have been found guilty of offences to justify this mode of punishment, it seems probable that the discipline of the schools will continue to improve, so that they may be controlled satisfactorily without resort to this mode of punishment.

EVENING SCHOOLS.

In October a special committee was appointed to consider the advisability of establishing a system of evening schools, and in their report they recommended one graded primary and grammar school, open to both sexes, to be centrally located, and the course of studies to correspond with the day schools, omitting algebra and geometry, and substituting book-keeping and history in their place; and in addition, to establish several other schools of primary grade. Eight schools were opened, seven for white children and one for

colored children, under the charge of 38 teachers, with 1,413 on roll at the end of the year. During the previous year there was only one school with 266 pupils, because there was not sufficient money to appropriate to the expenses of a greater number, but the great increase in numbers during last year shows that these schools are appreciated by those for whom they are established, and that under proper management they can become a regular part of our school system, and successfully maintained here as they are in other large cities. The per capita cost of the pupils was \$2.77, and the total expenses were \$3,916.35, and it is recommended that the necessary appropriation be made for these schools during this year.

MANUAL TRAINING SCHOOLS.

The report of the principal of Baltimore Manual Training School shows the work of the students during the past year. The number on roll at the end of the year was 385; the average enrollment 361; the percentage of attendance 95, and the attendance increased five per cent. over the previous year.

Two engines were built by the students during the year, the one a six-horse power yacht engine from their own design, and the other a sixty-five horse power compound marine engine, by the graduating class, both of which are fine specimens of skill and workmanship, and very creditable to the school. It is a gratifying fact that the graduates readily obtain

desirable positions as instructors in other manual training schools and in machine shops where intelligent and skilled labor is wanted. The expenses of the school were \$24,995.80, and the estimate for expenses of this year is \$26,110.00.

COLORED MANUAL TRAINING SCHOOL.

An appropriation of \$10,000 was made for the purpose of establishing a Manual Training School for Colored Children.

The Board elected Mr. William E. Bailie, Passed Assistant Engineer, United States Navy, principal of the school, and he accepted the position; but before the opening in September he was appointed superintendent of the Drexel Institute in Philadelphia, and resigned his position as principal of this school.

In September the school was opened under the charge of Mr. William R. Ryan, acting principal, with four assistants. As it is intended for colored children, it was deemed proper, in accordance with the requirements of the ordinance with reference to the appointment of colored teachers in colored schools, to obtain the services of colored teachers if possible, and due notice was given in the daily papers that applications would be received from colored persons qualified to perform the work of the school. In addition to this public notice, personal inquiry was made by members of the committee for qualified colored teachers, but no satisfactory applications were filed, therefore the

school was opened under the direction of the above named principal and assistants.

There were 113 applicants for admission, of whom 8 were rejected and 105 were accepted, and of this number 101 were from the public schools and 4 from private schools, and 12 having withdrawn, there were 93 on roll at the end of the year.

Instruction is given in the academic department by Mr. Samuel T. Lester and Mr. Frederick D. J. Kaessmann ; and in carpentry by Mr. Charles Schmidt, and in iron work by Mr. John E. Auld ; and the mechanical work of the boys has been so satisfactory that the Board has sent some specimens of their iron and wood work as exhibits to the Columbian Exposition.

The school now occupies the old building on Fremont street, near Lombard street, which is well adapted for its use, and it is therefore recommended that the ordinance directing the sale of this property be repealed, so that the school may permanently occupy it, and that a liberal appropriation be made for its current expenses during this year.

TEACHERS' SEMINARY.

The Board will ask authority to establish a seminary or training school for the purpose of instructing graduates of our high schools and others who desire to become teachers in our schools, in the art and science of teaching. Whilst recognizing the ability and fidelity of our teachers in their school work, it is

believed that even better results could be obtained if many of them had received practical instruction in pedagogy before they entered upon their work.

The professional training of teachers is highly commended by all educators as most important and necessary to secure the best results, and hence such schools have been established in connection with many public school systems in this and other countries. The graduates of our high schools possess the necessary scholastic qualifications to teach, but they are not able to properly impart their knowledge in the best manner to the children, because they have not received any preliminary training in the best methods of teaching. Our object is to remedy this existing defect in our present methods by establishing a seminary for training teachers, and it is hoped that authority will be given for this purpose.

PUBLIC SCHOOL LIBRARY.

The report of the librarian states that the library is increasing in the number of its books, and that the teachers are now generally showing their appreciation of its value as a help to them in their professional work.

On the 1st January, 1892, there were 6,017 volumes, and at the close of the year there were 6,725, showing an increase of 708 volumes during the year. Though the number of books is not as large as are contained in many other libraries of the same kind, yet they

have been selected with special care and good judgment, and are well suited for the use of the teachers and pupils. The number of registered readers is 1,255, and the books most frequently read are those on general literature, history and teaching. There can be no difference of opinion among intelligent educators with reference to the value and importance of such libraries in connection with public schools, and the Board expresses its appreciation of its use by an annual appropriation of \$500 for the purchase of new books. The librarian is earnest and energetic in the performance of the duties of his office, and has collected a large number of books from personal friends and others who are interested in the success and growth of the library. We commend the library to all the teachers, and express the hope that they will make use of it in their school work.

WORLD'S COLUMBIAN EXPOSITION.

The World's Columbian Exposition is a duly organized corporation under the laws of Illinois, and has been recognized and approved by the United States Government in making large appropriations towards the expenses of the Exposition during this year.

As auxiliary to this corporation a number of congresses have been organized for the purpose of fully presenting to the public the numerous important subjects which will necessarily claim their attention during the progress of the Exposition, and among others an educational congress has been formed for the pur-

pose of discussing all the branches of public and private education. This congress will be held in the Art Palace, commencing July 17th, and closing July 28th, and many of the most distinguished educators in the world will be present and participate in the discussions.

Representatives of all the public school systems of this country have been invited, and the occasion will be of great interest to all persons connected with these schools.

With a view of showing the character of the work done in all the public schools, the Director General requested all the States to send a suitable exhibit to the Exposition, and in response to this request the Superintendent of Instruction has arranged to contribute a representative exhibit of all grades of our schools. The space allotted to our city schools is so limited that only a small exhibit of the work can be presented ; but it is hoped that it will be creditable to our city and compare favorably with similar work from other cities. An appropriation of \$5,000 was made to defray the necessary expenses, which will probably be sufficient, but if it should not be, the Board is satisfied that an additional amount will be appropriated for the purpose.

The Four Hundredth Anniversary of the Discovery of America was appropriately celebrated on October 21st, in all the public schools of the city. It was designated as Columbus Day by the National Educational Association, and at its suggestion the day was

observed in all the schools throughout the country. The lessons of the celebration will be remembered and appreciated by the teachers and pupils of the schools.

ARBOR DAY.

The day set apart by the Governor's proclamation as Arbor Day was generally observed throughout the State.

In all the public schools of the city, the exercises were appropriate, and with special reference to the value and beauty of arboriculture, which tends to develop and foster a taste for the planting and protection of trees. In most of the schools the children planted trees in the yards connected with the buildings, and in some of them, where trees were planted in previous years, they have now grown and furnish shade for the children during their recess. The general recognition of this day in all the schools throughout the country has proved of great value, and it is said that since its introduction in all the states, there have been several billions of trees planted, thus adding to the wealth and resources of the whole country.

SEWING.

During the past year instruction in sewing has been introduced into the schools, and is now given to the girls of the grammar grades in the Female Grammar, English-German, Annex and Colored Schools, under the charge of eleven special teachers. An examination of the applicants for these positions, as to their scholas-

tic qualification and special fitness to teach sewing, was made by the Superintendent, and the teachers were selected from those who satisfactorily passed the examination. They promptly organized the classes and commenced their work, and the results of their instruction satisfactorily show that they are accomplished needle-women, and capable of performing their work. The special teachers in charge report that the children are much pleased with this new work, and have progressed so rapidly, that they feel justified in sending some selections to the Columbian Exposition for exhibition with the other school work.

Before the introduction of sewing, many petitions were received by the Board from well known and influential men and women in the community, asking its introduction, etc., showing clearly that it was favored by public sentiment. The subject was considered by the Committee on Grammar Schools, who unanimously reported that the teaching of sewing would be of great advantage to the pupils, and add materially to the efficiency of the public school system. In their report they say: "many persons are under the impression that the proficiency of the pupils in their literary studies would be lessened, but it is held by those whose experience enables them to judge of the effects of manual training upon the other work pursued in the schools, that such is not the case. Wherever the experiment has been tried, under proper conditions, it has been found that better results in *all the work* of the schools have been secured after manual

instruction had been introduced. Parents and children become more interested in the school, the scholars attend with more regularity, and the increased earnestness of the pupils and the reality of the work greatly promote the efficiency of the schools in every direction."

We are satisfied that this new instruction to the girls will be thoroughly practical and useful, and that the results will be so satisfactory that no one will be willing to remove sewing from our schools.

KINDERGARTEN.

It is probable that during this year the Board will ask your authority to enlarge our system so as to include Kindergarten instruction for the little children who are under school age, and therefore are excluded from our primary schools.

There are now a large number of free schools of this kind in the city, supported entirely by private individuals, who are interested in this work. It is said that between five hundred and a thousand children attend these schools, and that there are many more applicants who cannot be received for want of proper accommodations. Under these circumstances it is the opinion of many of our citizens that these schools shall be a part of our public school system, and maintained in the same manner as other schools by the city.

TEACHERS' BENEFICIAL ASSOCIATION.

We again commend this association to the favorable consideration of the teachers, and express the hope that

all who are entitled will become members during this year. It was organized in 1878, and its object is to provide a fund for the benefit of those members who, through sickness or other personal disability, are prevented from active discharge of school duty ; and also upon the death of a member to provide a sum of money for the benefit of the family of the deceased, in the manner provided by its rules.

Any qualified teacher of the public schools is entitled to membership upon payment of an initiation charge of \$1.00 and an annual fee of \$3.00, which constitute the fund for the payment of benefits to the sick. Upon the death of a member the additional sum of \$1.00 is paid by each member, which amount is paid to the family of the deceased, or to such person as may be designated by will or proper assignment.

There are 337 members, and the amount received during the year was \$4,014.38, and the sum paid for benefits to sick teachers was \$2,793.85. Since its organization about \$14,000 have been paid to the heirs of deceased members, and more than that amount in sick benefits.

Many teachers in need have received relief from the association, and it would be a great advantage to all of them if they would unite and become members for the common benefit.

UNITED STATES FLAGS.

During the year the Board passed an order authorizing the acceptance of United States flags by several

public schools to which they had been presented, and that they should be raised on the houses under the direction of the principals. A number of flags were presented and appropriately received, and the Superintendent issued directions for the guidance of the principals in their care of the flags. The object of the order with reference to the flags as stated in the Superintendent's circular, was to teach patriotism to the children, and to awaken their interest in the historical events commemorated.

ASSISTANT CLERK.

The increase in the number of schools and teachers has largely increased the daily work of the Secretary and Assistant Secretary, and they ought to receive some relief by the appointment of a Clerk in their office, and we recommend that authority be given to the Board to appoint a competent assistant at a fair compensation.

IN MEMORIAM.

The Board of Commissioners sustained a serious loss in the death of MR. THOMAS P. BALDWIN, Commissioner for the Twelfth Ward, who died on October 27th, 1892, after a brief illness. He had attended the meeting of the Board in the week previous to his death, and it was not generally known that he had been sick until the announcement of his decease. During his

official connection with the public schools he was earnest and conscientious in the performance of his duties, and devoted a large portion of his time to the promotion of their interests. He was genial and courteous in his relations with his colleagues of the Board and with the teachers and pupils of the schools, and engaged the confidence and esteem of all with whom he was associated. He was an intelligent and faithful Commissioner, a useful citizen, a trusty friend and a Christian gentleman, and every member of the Board felt that his death was a personal bereavement. Appropriate minutes were adopted by the Board, expressive of its high appreciation of the character and services of the deceased.

During the past year the system has lost by death eight teachers, all recognized as faithful and earnest in the discharge of their work.

MAY W. DUNHAM.

Assistant in Female Colored School No. 1. Died January 18th, 1892.

CHARLES F. WEIGANDT.

First Assistant (German) in English-German School No. 2. Died March 29th, 1892.

J. ANNIE LONG.

Assistant in English-German School No. 2. Died April 12th, 1892.

SARAH L. BASSFORD.

First Assistant in Eastern Female High School. Died July 26th, 1892.

ANNIE M. FENNELL.

Assistant in Female Primary School No. 22. Died
August 16th, 1892.

ROSE HERMAN.

Assistant in Female Grammar School No. 2. Died
September 20th, 1892.

LIZZIE PANCOAST.

Assistant in Male Primary School No. 33. Died
October 20th, 1892.

MARGARET CLENDENIN.

Principal of Female Primary School No. 6. Died
December 31st, 1892.

CONCLUSION.

In submitting this brief report of the work and condition of our public schools during the past year, the Board desires to express its cordial appreciation of the co-operation of the Mayor and other officials of the city in its efforts to promote the success of the schools, and to express the hope that they will continue their active sympathy and assistance during this year, so that it may be the most successful year in the history of our schools.

JOHN T. MORRIS,

President.

IN MEMORIAM.

THOMAS P. BALDWIN.

NOVEMBER 15th, 1892.

Report and minute presented and unanimously approved.

The undersigned, committee, respectfully submit the accompanying minutes of respect to the memory of Mr. Thomas P. Baldwin, late Commissioner for the Twelfth Ward.

(Signed)

JOHN T. MORRIS,
A. W. MONROE,
CHAS. J. WIENER.

The Board of Commissioners of Public Schools has heard with sincere regret the announcement of the death of Mr. Thomas P. Baldwin, who was appointed a Commissioner for the Twelfth Ward on the 18th day of March, 1889, and died on the 27th day of October, 1892. During his official connection with the Board he earnestly and faithfully performed the duties pertaining to his office, and left nothing undone which he thought would promote the interest and success of our public schools. Whilst thus engaged in this good

work he was suddenly stricken by disease and passed away before most of his friends knew that he was sick. His death was a shock to his associates of the Board, and every member felt that it was a personal bereavement. He was genial and urbane in his official and personal relations with his fellow members, and with the teachers and people of our school, and secured the confidence and regard of all with whom he was associated. He was an intelligent and useful Commissioner, a good citizen, a faithful member of the church with which he was connected, a genial, trusty friend, and a Christian gentleman.

The Board now desires to express its high appreciation of the character and services of our deceased friend, and to testify to his fidelity as a Commissioner, his recognized usefulness as a citizen, his genial nature and magnetic social qualities which attracted to him many devoted friends who now unite with us in regretting his death. His memory will be kindly cherished by his associates who survive him, and whilst thus recalling his useful life, they will remember him as a model man worthy of their imitation.

ANNUAL REPORT

OF THE

Committee on Accounts.

BALTIMORE, December 31st, 1892.

TO THE BOARD:

Your Committee on Accounts respectfully report that during the past year they have carefully examined and audited bills against the Board amounting to \$191,314.33. This amount, with the amount of the pay rolls (\$818,269.85), all of which are carefully examined, and signed by the President and Secretary, as required by ordinance, makes the total amount expended by the Board \$1,009,584.18.

Your Committee has also examined the accounts of the Secretary, as required by the rules of the Board, and found them correct. We find that he has received from non-resident pupils the sum of \$3,532.50, and from Intestates' Estates \$1,937.72, all of which has been paid over by him to the City Register, as shown by receipts of that officer.

Custom seems to have imposed upon this Committee the duty of making the estimate of amounts required by the Board for expenditure during the coming year. The duty has been performed, and we respectfully submit the following

ESTIMATES FOR THE YEAR 1893.

For the Schools in the first twenty wards, including the Manual Training Schools,	\$936,681 00
For the Annex Schools	117,000 00
For the World's Fair Exhibit	4,860 00
Total	\$1,058,541 00

We have aggregated the estimates as above, knowing it to be the desire of this Board and also of the Comptroller and Register that the Mayor and City Council should make the appropriation in that form, and thereby prevent the necessity for application by this Board for authority to transfer from one account to another. It is our desire to estimate as closely as can be done with safety, but it is impossible to estimate exactly the amount which will be required for each item. Circumstances may make it necessary to expend more than the estimated amount for one item, and less than the amount of the estimate for another item may be sufficient.

It seems proper, however, that the means by which we reach the aggregated estimate and the reasons therefor should be stated ; hence the following :

SALARIES.

The amount expended for salaries in the schools of the first twenty wards, exclusive of Manual Training Schools, was \$717,114.85, which is \$33,100 more than the amount for 1891. As this increase in salaries is inevitable so long as the increase in pupils continues, we have added \$33,000 to the amount expended during the past year, making the amount of estimate for salaries \$750,000.

RENTS.

The amount of rents as now standing is exactly \$7,000. Should the Mayor and City Council authorize the new buildings for which the Board has asked, it will be necessary to rent other accommodations for the schools now occupying the old buildings, and to provide for that and any other contingencies we have added \$1,000 to the amount as now standing, making the estimate for rents \$8,000.

BOOKS AND STATIONERY.

The amount expended on this account during the past year was \$46,258.05. The amount appropriated last year was less than for 1891 and the schools suffered on that account. To provide for the short supply of the past year and for the constantly increasing needs which come with each succeeding year, we ask for \$48,000 for this item for 1893.

HEATING APPARATUS AND ITS REPAIRS.

The estimate for this item for 1892 was \$11,000, but the City Council appropriated only \$8,000. This necessitated the *repair* of old stoves and furnaces which should have been replaced with new ones. The long spell of extreme cold weather of the present winter has left its effect upon the heating apparatus of the schools to such an extent that to secure as far as may be the safety of the school buildings and the comfort of the pupils the Board will be compelled to put new stoves and furnaces in place of those now so nearly burned out. To do this will require all of the estimated amount, viz: \$11,000.

FURNITURE.

The amount estimated for this item for 1892 was considerably reduced by the City Council, and yet the whole amount of the appropriation was not expended. The reason for that is, that when the estimate was made it was expected that three large buildings, viz: English-German No. 1, Grammar No. 18 and Colored No. 3, would be completed and furnished during the year 1892, but such was not the case; neither of those buildings was furnished, and consequently the amount required to furnish them must be included in the appropriation for 1893.

There are fifty-two class-rooms in those buildings, and a careful calculation shows that the average cost of furnishing a room with all necessary furniture and appliances at the contract prices is \$390. It will be

seen therefore that the cost of equipping these buildings alone will be \$20,000. The estimate for new furniture in the old buildings should not be less than \$12,000, but we make the total estimate \$30,000, all of which will be needed.

FUEL.

The amount expended for fuel in 1892 was \$28,876. The long spell of extreme weather for which this winter is remarkable will undoubtedly increase the usual demands for additional supply before the end of the present season, and we feel sure that our estimate of \$30,000 is not in excess of the requirements for 1893.

REPAIRS, CLEANING AND INCIDENTALS.

Our estimate for these items is \$23,000. For repairs and cleaning \$12,000, and for incidentals \$11,000. These items include all charges for repair or renovating furniture, and repair of rented buildings; all articles and materials used in cleaning, such as brooms, brushes, soap, soda, &c.; all printing, annual report, blank books and all supplies for the office, together with all blank reports and other supplies for teachers' use, and all whitewashing, etc.

MANUAL TRAINING SCHOOLS.

The estimates for these schools were made by the Committee having them in charge after consultations with the principals and careful calculations made by them, including salaries, books, fuel, and all materials and supplies of all kinds required for the proper working of the schools.

The estimate for the school for white pupils is \$26,110, and for the school for colored pupils \$10,571. The total of all the preceding amounts is... \$936,681
 For Annex salaries.....\$96,000
 For Annex sundries..... 21,000 117,000

The estimate for the Annex schools for the coming year is only \$12,000 more than that for 1892, although there are three schools and seventeen teachers more than there were one year ago. The estimate for the Annex schools is made too close to admit of any reduction without seriously affecting the efficiency of those schools.

The following is a summary of the several amounts estimated for the respective items:

Amount for salaries, general account.....	\$750,000
“ “ rent account.....	8,000
“ “ books and stationery account..	48,000
“ “ heating apparatus and repair account.....	11,000
“ “ furniture account.....	30,000
“ “ fuel account.....	30,000
“ “ repairs and cleaning account..	12,000
“ “ incidentals, printing, etc., ac- count.....	11,000
“ “ Manual Training School, white pupils	26,110
“ “ Manual Training School, colored pupils.....	10,571
For first twenty wards.....	\$936,681

Brought forward.....		\$936,681
Amount for Annex salaries....	\$96,000	
“ “ “ sundries....	21,000	117,000
Total		<u>\$1,053,681</u>

The above summary is given simply for reference.

To any one who does not take into consideration the natural growth of the system, increasing as it does in every direction, but who simply looks at the increase in its cost from year to year, the increase in the estimate for 1893 over that for 1892 may, and possibly will, appear large; but to one who is in position to view the whole field, to know the facts, and accurately calculate the figures, the result is simply inevitable.

In conclusion, we will state that the preceding estimates were made after very careful calculations, and with a view simply to what will undoubtedly be the actual needs of the system, and not with a view to any reduction by the City Council, and we may be permitted to express the hope that no reduction will be made.

Respectfully submitted,

ALCAEUS HOOPER,
 CHARLES J. WIENER,
 EDWARD A. BURKE,
 W. H. B. FUSSELBAUGH, or J.
 ROBERT J. McCUEN,
Committee.

Secretary's Statement.

Relating to Estimates, Expenditures, &c.

The estimates made by the Board for the current expenditures for school purposes for the year 1892 were as follows :

For salaries—first twenty wards.....	\$718,500
“ other items “ “	169,000
“ the Manual Training School.....	26,000
“ the Colored Manual Training School...	10,000
“ Annex schools—salaries.....	84,000
“ “ “ other items	21,000
Total	\$1,028,500

In making the appropriation the Council reduced the amounts to the extent of..... \$15,500

viz: From first twenty wards, items

other than salaries.....	\$14,000	
Manual Training School.....	1,000	
Annex—other than salaries.....	500	
		\$15,500

Appropriations and expenditures on account of each of the items before mentioned :

Appropriated for salaries—first twenty wards.....	\$718,500 00
Expended for salaries—first twenty wards.....	717,114 85
Balance.....	<u>\$1,385 15</u>
Appropriated for other than salaries—first twenty wards.....	\$155,600 00
Expended for other than salaries—first twenty wards.....	154,997 47
Balance.....	<u>\$2 53</u>
Appropriated for Manual Training—for white pupils.....	\$25,000 00
Expended for Manual Training—for white pupils.....	24,996 81
Balance.....	<u>\$3 19</u>
Appropriated for Manual Training—for colored pupils.....	\$10,000 00
Expended for Manual Training — for colored pupils.....	7,377 54
Balance.....	<u>\$2,622 46</u>
Appropriated for salaries for Annex schools.....	\$84,000 00
Expended for salaries for Annex schools.....	83,853 25
Balance.....	<u>\$146 75</u>

Appropriated for other than salaries in	
Annex schools.....	\$20,500 00
Expended for other than salaries in	
Annex schools.....	19,166 71
Balance.....	\$133 29
Amount received from intestates' estates.	\$1,937 72
Expended of amount " ..	1,937 55
Balance.....	17
Total amount appropriated, including the	
amount from intestates' estates.....	\$1,014,937 72
Total amount expended by the Board...	1,009,444 18
Unexpended balance.....	\$5,493 54

The Expenditures itemized were as follows:

ITEMS.	White Schools.	Colored Schools.	TOTAL.
Salaries Gen. Act.	\$621,039 65	\$92,999 20	\$714,038 85
Rents and Ground Rents ..	33,014 82	4,370 00	37,384 82
Books and Stationery.. ..	41,127 59	4,931 62	46,059 21
Heating Apparatus.....	7,027 88	993 60	8,021 48
Furniture.....	15,014 80	1,099 79	16,114 59
Fuel	26,120 79	2,756 03	28,876 82
Repairs and Cleaning.. ..	8,727 49	1,631 37	10,358 86
Incidentals, Print'g, &c. ..	8,832 25	226 64	9,058 89
Manual Training Sch'l, white..	25,056 81	.....	25,056 81
" " " colored .....	.....	7,377 54	7,377 54
Annex Schools—salaries	81,157 75	2,695 50	83,853 25
" " other items...	18,201 33	1,265 38	19,466 71
Night Schools.. ..	3,076 00	840 35	3,916 35
*	\$888,397 16	\$121,187 02	\$1,009,584 18

* Including \$140.00 expended on account of World's Fair Exhibit.

RECEIPTS.

From City Collector—taxes.....	\$671,471 66
“ State of Maryland.....	184,697 89
“ non-resident pupils.....	3,532 50
“ John F. Plummer.....	114 50
“ intestates’ estates.....	1,937 72
“ all other sources.....	147,829 91
Total	<u>\$1,009,584 18</u>

EXPENDED BY THE INSPECTOR OF BUILDINGS ON
SCHOOL ACCOUNT.*In the First Twenty Wards.*

For general repairs.....	\$13,000 00
“ account of new No. 18 Grammar.....	30,500 00
“ “ “ “ 19 “	21,057 76
“ “ “ “ 20 “	8,999 68
“ “ “ “ 1 Eng.-Ger.....	23,933 77
“ “ “ “ 25 Primary.....	11,362 49
“ “ “ “ 3 Colored.....	17,557 68
	<u>\$126,411 38</u>

In Twenty-first and Twenty-second Wards.

For gen’l repairs Annex sch’ls.	\$3,000 00
“ acc’t of new Annex No. 8.	10,922 75
“ “ “ “ 10.	15,000 00
“ “ “ “ 11.	11,706 06
	<u>40,628 81</u>
	<u>\$167,040 19</u>

TOTAL EXPENDITURES FOR SCHOOL PURPOSES.

Amount expended by the Board	\$1,009,584	18
Amount expended by Inspector of Build- ings	167,040	19
	\$1,176,624	37

NON-RESIDENTS.

The total amount received from non-residents during the year was \$3,532.50.

From Baltimore City College	\$845	00
“ female high schools	256	00
“ Manual Training schools	931	00
“ male grammar schools	520	00
“ female grammar schools	581	50
“ male primary schools	62	25
“ female primary schools	80	75
“ English-German schools	35	00
“ colored schools	3	00
“ Annex schools	218	00
	\$3,532	50

The number of non-resident pupils now in the schools is 137. The total number in the schools during some portion of year 232.

The average salary of teachers for 1892 was \$570.71.

PER CAPITA COST.

The cost per pupil, including all the schools under the control of this Board, based on the enrollment and the current expenditure, was \$18.48.

The per capita in the several grades was as follows :

In Baltimore City College.....	\$86 83
“ Manual Training School.....	84 20
“ female high schools.....	34 30
“ male grammar schools.....	23 00
“ female grammar schools.....	18 35
“ male primary schools.....	15 10
“ female primary schools.....	14 60
“ English-German schools.....	16 10
“ colored high and grammar schools.....	20 00
“ colored primary schools.....	14 20
“ Annex schools.....	16 50

The number of school buildings owned by the City is.....	86
The number rented for school purposes is.....	23
Total number used for school purposes.....	109

The following tables exhibit the monthly expenditure; the itemized expenditure for each school; the location of each building; size of lot and of building, &c. The schedule of salaries is also reported, as usual.

HENRY M. COWLES,

Secretary

TABLE A.

Showing the Amount Expended during each Month of the Year 1892.

MONTHS.	Salaries.	Repairs and Cleaning.	Books and Stationery.	Rents and Ground Rents.	Heating Ap- paratus and its Repairs.	Furniture.	Fuel.	Incidentals, Printing, &c.	Manual Train- ing School.	Colored Manual Training.	Annex Schools.	Totals.
January	59,006 95	65 56	542 99	5,638 25	151 76			265 18	1,349 62		6,974 25	74,044 56
February	59,107 25	412 16	7,627 02	951 75	339 00	84 00	291 18	248 13	1,768 46		8,114 52	78,973 47
March	59,327 35	325 46	1,318 40	1,910 34	125 81	924 63	314 92	430 64	2,175 03		7,252 47	74,101 65
April	59,545 90	433 99	1,748 69	4,375 77	269 20	4,903 95	808 16	1,626 06	1,809 08		7,910 72	83,431 52
May	58,948 45	451 47	1,589 88	3,924 80	28 00	1,303 35	766 39	468 60	1,772 53		8,193 69	77,147 63
June	116,851 40	756 83	57 41	1,775 83	1,477 45		19 10	336 00	2,567 00		13,499 50	137,340 50
July		3,008 04	342 51	5,658 42	2,802 68	2,012 65	24,713 73	1,334 17	1,300 49		1,649 67	42,422 68
August	58,069 30	1,745 02		1,519 00	1,033 41	262 62	1,285 35	152 83	1,283 00	355 00	10,394 46	76,239 99
September	58,917 75	1,891 95	9,346 83	2,511 44	493 73	2,432 08	610 00	1,853 92	1,357 88	1,483 37	7,753 10	88,652 11
October	62,039 35	523 20	21,179 17	4,391 76	151 31	1,665 80		536 09	2,561 54	2,317 90	10,272 70	103,698 82
November	62,273 20	616 68	2,561 17	3,606 62	1,065 43	1,684 54	46 58	1,297 69	2,760 16	902 52	10,689 53	87,514 12
December	63,086 85	130 50	407 83	1,600 84	115 72	840 67	21 33	427 24	4,302 02	2,318 75	10,405 35	83,717 10
Totals	717,114 85	10,358 86	46,721 90	37,384 82	8,021 48	16,114 59	28,876 82	9,236 55	25,056 81	7,377 51	103,319 96	1,069,584 18

In this Table and Table B are included amounts on account of "Intestates' Estates" (\$1,437.55), and "World's Fair" (\$140.00) under the Ledger items, as follows: To "Furniture," \$1,530.00; to "Heating Apparatus," \$17.55; to "Manual Training School" (Furniture), \$60.00; to "Annex Schools" (Furniture), \$300.00, and to "Incidentals," \$140.00.

TABLE B.
Showing the Itemized Expenditures for Each School.

SCHOOLS.	Salaries.	Repairs and Cleaning.	Books and Stationery.	Rents and Ground Rents.	Heating Apparatus and its Repairs.	Furniture.	Fuel.	Incidentals, Printing, &c.	Totals.
General Expense and Library.....	21,554 40	603 81	1,153 06	300 00	.....	239 50	8 13	5,786 02	29,629 92
Baltimore City College.....	31,306 00	367 78	1,617 44	4,600 00	250 85	43 69	626 75	1,393 54	40,206 05
Eastern Female High School.....	11,721 00	702 36	1,127 73	615 91	16 11	.....	431 35	100 53	14,714 99
Western ".....	13,708 00	96 54	583 92	1,188 00	93 99	45 12	459 80	122 12	16,297 49
Manual Training School, White.	15,486 75	257 57	1,169 29	220 00	58 38	142 50	753 29	6,969 03	25,056 81
" " Colored.	1,815 00	91 50	806 22	66 75	169 05	22 88	35 80	4,370 34	7,377 54
Male Grammar No. 1.....	5,197 60	92 56	583 85	177 00	150 55	18 89	322 30	6 07	6,548 82
" " 2.....	7,207 25	64 40	701 32	122 22	12 50	101 50	461 86	10 50	8,681 55
" " 3.....	4,146 00	46 30	195 08	225 00	71 55	95 08	117 03	.....	4,896 04
" " 4.....	4,532 00	60 80	369 65	300 00	72 01	81 25	102 00	14 50	5,532 21
" " 5.....	4,366 00	89 05	388 00	300 00	56 51	14 00	144 77	3 60	5,361 93
" " 6.....	7,398 00	74 41	759 38	580 00	44 00	.....	340 75	.....	9,196 54
" " 7.....	5,351 50	24 25	432 61	175 00	30 23	5 88	339 36	3 25	6,362 08
" " 8.....	6,434 00	39 13	570 75	350 00	41 82	.....	296 35	19 87	7,751 92
Male Grammar & Primary No. 9.	3,811 00	46 21	179 94	360 00	26 85	19 77	151 25	67 00	4,662 02
Male Grammar No. 10.....	4,911 50	61 00	433 10	87 50	48 50	62 62	107 80	22 15	5,754 17
" " 11.....	5,233 25	41 85	483 34	.....	47 00	95 32	276 71	47 00	6,224 47
" " 12.....	5,654 50	55 25	486 36	310 31	64 75	42 00	278 75	7 50	6,899 42
" " 13.....	3,835 75	37 15	281 45	12 50	35 00	122 65	139 17	.....	4,463 67
" " 14.....	8,537 75	86 76	860 00	400 00	57 10	57 63	385 50	25 50	10,410 24
" " 15.....	5,028 55	65 25	273 92	175 00	350 62	60 00	228 82	.....	6,182 16
" " 16.....	4,690 75	43 10	374 94	290 63	59 29	.....	177 02	.....	5,635 73
" " 17.....	4,185 50	23 25	250 26	295 33	51 00	.....	164 35	.....	4,969 69
" " 18.....	5,978 50	239 40	898 06	664 17	43 75	1,630 26	367 25	121 35	9,942 74
" " 19.....	6,998 00	129 70	687 57	.....	.....	594 78	369 11	14 70	8,793 86

Male Grammar No. 21.....		6,799 25	84 13	737 21	310 00	81 45	39 84	191 00	.....	8,342 88
Totals, Male Grammar.....		110,296 65	1,403 95	9,966 79	5,134 66	1,344 48	3,041 47	4,961 15	362 99	136,512 14
English-German No. 1.....		9,338 50	46 35	629 99	723 75	106 09	.....	201 40	.....	11,046 08
" " 2.....		15,541 20	83 70	1,158 43	372 50	116 60	246 15	540 75	36 10	18,095 43
" " 3.....		18,507 65	121 69	1,388 93	1,600 00	382 70	185 58	591 32	.....	22,777 87
" " 4.....		17,572 45	107 55	1,339 37	501 75	138 41	78 33	849 20	123 50	20,710 56
" " 5.....		12,975 75	210 00	1,099 07	.....	43 70	432 30	602 75	10 50	15,374 07
Totals, English-German.....		73,935 55	569 29	5,615 79	3,198 00	787 50	942 36	2,785 42	170 10	88,004 01
Female Grammar No. 1.....		5,770 75	338 27	362 74	560 38	137 01	242 03	322 30	4 00	7,737 48
" " 2.....		5,477 10	282 65	569 94	122 22	.....	82 80	427 00	.....	6,961 71
" " 3.....		3,234 10	22 75	234 18	225 00	51 80	87 45	100 00	.....	3,955 28
" " 4.....		3,674 00	37 70	370 00	300 00	92 69	40 51	131 25	.....	4,046 15
" " 5.....		4,151 00	18 70	414 77	300 00	74 93	60 00	124 30	6 00	5,149 70
" " 6.....		6,617 50	55 59	623 13	580 00	66 90	26 25	320 00	.....	8,289 37
" " 7.....		4,872 25	21 75	429 43	175 00	75 90	.....	306 69	.....	5,881 02
" " 8.....		6,320 25	64 30	589 95	350 00	49 05	89 09	303 20	.....	7,765 84
Pen. Gram. and Prim. No. 9...		3,163 50	46 45	173 73	600 00	38 04	.....	71 75	20 00	4,113 47
Female Grammar No. 10.....		5,106 50	73 87	504 06	87 50	111 62	187 83	119 00	4 50	6,194 88
" " 11.....		4,835 75	5 10	439 97	19 00	45 46	20 00	268 00	26 00	5,659 28
" " 12.....		4,278 50	42 70	415 10	310 31	97 54	171 79	274 00	15 50	5,605 44
" " 13.....		3,658 00	39 55	349 00	12 50	35 00	160 54	110 00	.....	4,364 59
" " 15.....		8,427 50	228 09	979 94	.....	112 79	49 70	379 25	2 25	10,179 52
" " 16.....		4,406 10	16 00	231 10	175 00	343 27	.....	211 00	18 00	5,400 47
" " 17.....		4,145 25	35 15	426 70	290 62	59 12	16 50	172 90	.....	5,146 24
" " 18.....		3,243 25	23 90	239 20	295 34	49 38	.....	182 75	12 00	4,045 82
" " 19.....		4,407 00	274 46	469 88	844 17	39 00	1,661 15	276 50	141 81	8,113 97
" " 20.....		6,548 00	67 75	689 77	.....	5 00	354 52	335 24	6 00	8,006 28
" " 21.....		7,634 75	115 08	891 13	902 50	117 92	.....	282 78	.....	9,944 16
Totals, Female Grammar.....		99,971 05	1,809 81	9,403 72	6,149 54	1,602 42	3,250 16	4,717 91	256 06	127,160 67

REPORT OF THE

TABLE B—Continued.

SCHOOLS.	Salaries.	Repairs, Cleaning.	Books and Stationery	Rents and Ground Rents.	Heating Apparatus and its Repairs.	Furniture.	Fuel.	Incident- als, Print- ing, &c.	Totals.
Male Primary No. 1.....	4,781 75	19 50	340 50	177 00	121 05	24 89	261 25	.....	5,725 94
" 2.....	2,697 40	25 15	109 28	125 00	28 50	128 69	111 18	6 50	3,231 70
" 3.....	3,825 50	70 15	166 13	225 00	.....	129 89	113 80	.....	4,530 47
" 4.....	3,217 50	22 81	139 80	105 00	58 33	5 88	160 75	4 00	3,714 07
" 5.....	5,350 20	147 75	249 59	300 00	46 00	93 12	240 98	18 25	6,445 89
" 6.....	5,018 25	90 90	180 87	217 50	31 75	.....	158 76	12 39	5,710 42
" 7.....	2,895 50	41 75	120 17	.....	26 80	.....	122 03	.....	3,206 25
" 8.....	2,693 60	43 65	116 21	135 84	39 00	6 30	211 45	.....	3,246 05
" 9.....	3,160 90	36 85	129 37	100 00	37 49	91 80	38 50	.....	3,594 91
" 10.....	6,595 25	30 45	303 58	378 50	82 80	.....	274 60	18 20	7,683 38
" 11.....	4,762 00	36 06	220 61	374 00	41 50	5 88	132 25	.....	5,572 30
" 12.....	2,778 90	23 00	106 57	265 00	.....	.....	281 58	.....	3,455 05
" 13.....	4,275 00	35 95	214 85	420 00	74 53	.....	242 35	4 00	5,266 68
" 14.....	4,992 05	50 04	264 64	350 00	71 93	80 00	138 50	.....	5,947 16
" 15.....	3,809 50	31 65	149 94	395 00	33 80	9 15	284 77	.....	4,713 81
" 16.....	3,801 00	38 35	169 98	108 50	45 90	244 96	110 20	1 20	4,520 09
" 17.....	3,230 50	36 30	134 63	157 50	74 37	.....	108 75	.....	3,742 05
" 18.....	2,090 75	69 90	56 33	327 50	33 60	1,320 30	230 50	94 39	4,223 17
" 19.....	7,892 40	171 25	365 72	296 00	89 85	259 08	415 11	97 45	9,586 86
" 20.....	4,055 50	36 05	208 81	160 00	122 92	169 85	138 85	6 00	4,897 98
" 21.....	4,732 85	42 00	250 97	352 75	58 54	186 90	154 00	25 90	5,803 91
" 22.....	4,393 50	80 45	204 85	75 00	34 25	3 00	238 51	25 00	5,054 56
" 23.....	5,192 15	51 75	249 77	.....	55 31	112 80	365 39	18 50	6,045 67
" 24.....	2,983 75	68 34	130 49	67 00	32 00	838 73	367 50	61 40	4,549 21
" 25.....	3,196 50	24 05	128 88	63 00	46 10	101 98	90 57	39 50	3,690 58
" 26.....	4,074 75	23 00	184 40	137 25	48 59	100 70	144 95	9 50	4,723 14

REPORT OF THE

TABLE B—Continued.

Schools.	Salaries.	Repairs and Cleaning.	Books and Stationery.	Rents and Ground Rents.	Heating Apparatus and its Repairs.	Furniture.	Fuel.	Incidentals, Printing, &c.	Totals.
Female Primary No. 27.....	4,536 45	33 10	220 97	137 25	51 34	150 65	110 49	.....	5,240 25
" " 28.....	3,295 00	76 90	136 49	135 00	47 10	176 62	120 50	.....	3,987 61
" " 29.....	2,365 25	11 90	98 65	285 00	28 00	.....	166 00	.....	2,954 80
" " 30.....	6,203 25	51 35	299 41	375 00	37 67	.....	284 00	.....	7,250 68
" " 31.....	3,324 00	10 00	138 40	114 00	.....	.....	243 00	.....	3,829 40
" " 32.....	3,799 25	45 60	165 05	.....	5 10	102 00	243 00	1 50	4,361 50
" " 33.....	4,218 20	12 85	180 13	.....	35 04	104 64	255 63	.....	4,806 49
Totals, Female Primary.....	126,406 75	1,193 55	5,662 70	5,607 37	1,353 39	2,915 84	5,764 02	118 41	149,022 03
High and Grammar Colored....	8,593 65	247 72	742 24	300 00	39 55	203 05	186 25	128 99	10,441 45
Grammar Colored No. 2.....	3,004 75	60 65	293 45	200 00	66 64	.....	204 26	.....	3,829 75
" " 3.....	3,788 00	40 00	379 92	.....	55 94	.....	124 80	.....	4,388 66
Male Colored No. 1.....	3,137 00	174 05	188 09	150 00	.....	50 25	120 00	.....	3,819 39
" " 2.....	3,819 20	58 15	188 25	12 50	51 86	131 90	133 69	.....	4,395 55
" " 3.....	4,885 50	110 82	216 16	396 00	72 08	.....	125 50	30 00	5,836 06
" " 4.....	5,395 20	30 40	169 63	599 00	37 00	.....	93 00	.....	6,315 23
" " 5.....	3,492 20	88 10	149 91	277 00	50 50	174 65	161 87	31 80	4,426 63
" " 6.....	3,567 80	30 30	118 16	150 00	35 00	.....	115 00	.....	4,016 26
" " 7.....	6,044 30	67 31	234 84	240 00	39 46	45 00	281 65	.....	6,952 56
" " 8.....	4,305 20	70 32	180 00	341 00	28 00	16 59	96 53	9 00	5,046 64
" " 9.....	5,323 70	73 00	249 35	350 00	135 06	166 22	90 00	3 00	6,390 39
Female Colored No. 1.....	4,184 55	187 33	188 52	150 00	29 79	.....	123 45	.....	4,863 64
" " 2.....	3,529 20	43 40	152 50	12 50	58 46	148 10	119 00	.....	4,054 16
" " 3.....	4,583 45	83 75	218 50	156 00	81 98	3 50	110 63	16 50	5,254 31
" " 4.....	4,528 50	20 64	226 63	590 00	38 15	65 11	111 25	.....	5,580 28

Female Colored No. 5.....	352 75	.....	57 36	.....	.....	.....	.....	.....	410 11
" " 6.....	3,170 35	15 00	149 32	150 00	34 92	8 00	126 50	4 85	3,658 94
" " 7.....	8,228 40	36 65	368 26	240 00	39 00	.....	277 00	.....	9,189 31
" " 8.....	4,261 25	39 10	217 21	65 00	65 39	23 46	79 50	2 50	4,753 41
" " 9.....	4,813 25	154 68	243 32	.....	34 82	63 90	76 15	.....	5,386 12
Totals, Colored.....	92,999 20	1,631 37	4,931 62	4,370 00	993 60	1,099 79	2,756 03	226 64	109,008 25
*Night No. 1a.....	950 00	.....	25 65	.....	.....	.....	.....	20 25	995 90
" " 1b.....	151 50	.....	57 81	.....	.....	.....	.....	.....	209 31
" " 2.....	416 50	.....	133 49	.....	.....	.....	.....	44 38	594 37
" " 3.....	106 00	.....	94 62	.....	.....	.....	.....	62 50	263 12
" " 6.....	209 00	.....	66 13	.....	.....	.....	.....	.....	275 13
" " 8.....	164 00	.....	54 34	.....	.....	.....	.....	22 74	241 08
" " 11.....	269 00	.....	19 92	.....	.....	.....	.....	.....	288 92
" " 17.....	350 00	.....	63 65	.....	.....	.....	.....	.....	413 65
" " 24.....	177 00	.....	65 54	.....	.....	.....	.....	27 79	270 33
Colored Night No. 1.....	283 00	.....	81 54	.....	.....	.....	.....	.....	364 54
Totals, Night.....	3,076 00	.....	662 69	.....	.....	.....	.....	177 66	3,916 35

* Open from January 1st to April 30th. The others were opened in November.

REPORT OF THE

TABLE B—Continued.

SCHOOLS.	Salaries.	Repairs and Cleaning.	Books and Stationery.	Rents and Ground Rents.	Heating Apparatus and its Repairs.	Furniture.	Fuel.	Incidentals, Printing, &c.	Totals.
Annex, General Expense.	.....	367 90	.....	.....	.....	.....	.....	241 19	609 09
Annex No. 1.	3,437 90	123 51	170 32	144 00	72 24	63 60	292 70	.....	4,303 27
" " 2.	9,586 20	112 26	597 32	.....	95 13	142 01	386 35	.....	10,919 27
" " 3 Male.	5,110 70	39 15	435 07	.....	42 36	13 00	155 48	.....	5,795 76
" " 3 Female.	256 00	1 80	.....	.....	.....	39 74	.....	.....	297 54
" " 4.	4,266 20	73 86	209 12	.....	.....	14 44	203 95	.....	4,767 57
" " 5.	3,556 00	132 55	122 22	350 00	44 94	42 18	187 25	.....	4,435 14
" " 6.	4,182 00	370 76	425 49	.....	.....	11 35	258 70	.....	5,248 30
" " 7.	5,724 50	103 09	329 82	22 50	.....	60 04	359 02	.....	6,598 97
" " 8.	5,783 25	5 65	321 49	47 95	86 59	53 40	207 70	169 58	6,675 61
" " 9.	3,968 50	189 79	253 70	75 00	59 72	19 85	145 75	16 80	4,729 11
" " 10.	3,677 00	505 43	191 69	195 00	60 86	123 56	195 05	5 00	4,953 59
" " 11.	5,198 75	56 50	316 39	290 00	62 35	94 12	435 50	88 20	7,396 81
" " 12.	9,912 55	77 80	488 40	960 00	84 51	191 36	341 25	11 40	12,067 27
" " 13.	8,914 20	106 98	511 14	.....	.....	307 68	725 33	4 60	10,569 93
" " 14.	1,268 00	60 00	47 81	120 00	18 60	.....	42 49	.....	1,556 90
" " 34 Male.	2,889 50	21 66	120 73	.....	.....	39 95	180 04	17 00	3,268 88
" " 34 Female.	2,856 00	.....	125 39	.....	22 65	60 00	152 75	15 70	3,232 49
" " 35.	570 50	106 89	23 44	180 00	43 12	812 63	175 50	21 50	1,933 58
" " 1 Colored.	1,712 50	29 55	69 60	158 00	16 93	.....	110 35	.....	2,096 93
" " 3 "	760 00	367 17	30 25	104 00	20 29	7 07	38 25	12 50	1,339 53
" " 10 "	223 00	8 00	119 28	.....	49 62	84 34	.....	40 18	524 42
Totals, Annex.	83,853 25	2,859 30	4,908 67	2,646 45	779 91	3,035 32	4,593 41	643 65	103,319 96

TABLE B—Concluded.
Summary of the Itemized Expenditures of the Several Grades of Schools.

Schools.	Salaries.	Repairs and Cleaning.	Books and Stationery.	Rents and Ground Rents.	Heating Apparatus and its Repairs.	Furniture.	Fuel.	Incident- als, Print- ing, &c.	Totals.
General Expense.....	21,554 40	603 81	1,153 06	300 00	.....	239 50	3 13	5,786 02	29,639 92
Baltimore City College....	31,306 00	367 78	1,617 44	4,600 00	250 85	43 69	626 75	1,393 54	40,206 05
Female High Schools.....	25,429 00	798 90	1,711 65	1,803 91	110 10	45 12	891 15	222 65	31,012 48
Male Grammar Schools....	110,296 65	1,403 95	9,966 79	5,134 66	1,344 48	3,041 47	4,961 15	362 99	136,512 14
English-German Schools...	73,935 55	569 29	5,615 79	3,198 00	787 50	942 36	2,785 42	170 10	88,004 01
Female Grammar Schools...	99,971 05	1,809 81	9,403 72	6,149 54	1,602 42	3,250 16	4,717 91	256 06	127,160 67
Male Primary Schools....	132,140 25	1,980 40	5,996 44	6,221 34	1,579 14	4,536 66	6,371 26	522 48	159,347 97
Female Primary Schools...	126,406 75	1,193 55	5,662 70	5,607 37	1,353 39	2,915 84	5,764 02	118 41	149,022 03
White Schools.....	621,039 65	8,727 49	41,127 59	33,014 82	7,027 88	15,014 80	26,120 79	8,832 25	760,905 27
Colored Schools.....	92,999 20	1,631 37	4,931 62	4,370 00	993 60	1,099 79	2,756 03	226 64	109,008 25
Night Schools.....	3,076 00	.....	662 69	.....	.....	.....	.....	177 66	3,916 35
Manual Training Schools...	717,114 85	10,358 86	46,721 90	37,384 82	8,021 48	16,114 59	28,876 82	9,236 55	873,829 87
Annex Schools.....	17,301 75	349 07	1,975 51	286 75	227 43	165 38	789 09	11,339 37	32,434 35
.....	83,853 25	2,859 30	4,908 67	2,646 45	779 91	3,035 32	4,593 41	643 65	103,319 96
Totals.....	818,269 85	13,567 23	53,606 08	40,318 02	9,028 82	19,315 29	34,259 32	21,219 57	1009,584 18

	F. Gram. No.	In fee.	49 ⁶ x 103	10,000 00	49 x 135	20,000 1886
"	15.....	Carrollton avenue and Lexington.	100 x 153 ^a	350 00	56 x 113	18,000 1882
"	16.....	Hull and Clement (Locust Point).	93 x 190	581 25	52 x 119	20,000 1871
"	17.....	Washington, near Fayette.	87 ^a x 134	350 67	54 x 85	15,000 1868
"	18.....	Mulberry, near Fremont.	120 x 150	1,020 00	100 x 147	35,000 1892
Gram. and Prim. No. 19.	Park avenue and Hoffman.					33,000 1890
Grammar No. 20.	Eden and Federal.		180 ⁶ x 100	8,000 00	60 x 124 ^a	32,000 1876
"	21.....	Pressman and Gilmor.	102 ⁵ x 155	620 00	55 x 121	12,000 1841
Eng-ter.	"	Druid Hill avenue, near Biddle.	75 x 100	150 00	44 x 100	23,000 1882
"	1.....	Charles and Ostend.	74 ^c x 219 ²	372 50	56 x 150	25,000 1879
"	2.....	Baltimore, near Aisquith.	90 x 170	1,000 00	54 x 118	20,500 1882
"	3.....	Chase and McDonogh.	80 x 223	501 75	56 x 183 ²	25,000 1890
"	4.....	Lexington, near Fremont.	81 x 220 ⁶	250 00	60 x 124	9,000 1854
Primary	"	Gough and Stiles.	75 x 92	210 00	52 x 76	6,000 1834
"	2.....	Hanover and Lee.	80 x 76 ⁶	600 00	60 x 113	24,000 1876
"	3.....	Broadway and Ashland avenue.	120 x 120	112 50	46 x 100	14,800 1878
"	4.....	Ann, near Canton avenue.	63 x 140	**	45 x 65	5,000 1864
"	5.....	Mullikin, near Aisquith.	74 x 100	221 34	94 ^x x 59 ⁷	18,000 1888
"	6.....	Caroline, near Lombard.	105 ⁵ x 150	200 00	46 x 70	6,000 1855
"	7.....	Hollins, near Mosher.	60 ⁸ x 134	757 00	57 ^x x 104	20,000 1886
"	8.....	Gilmer and " (rear building).	126 ² x 156 ¹⁰	268 00	30 ^x x 105 ⁶	16,000 1870
"	9.....	Barre and Warner.	67 x 120	530 00	55 x 84	21,000 1890
"	10.....	Patterson Park ave. and McElerry.	155 x 115	840 00	55 x 105	20,000 1882
"	11.....	Linden avenue and Wilson.	105 x 150	700 00	55 x 117	19,000 1872
"	12.....	Saratoga and Carrollton avenue.	100 x 150	790 00	56 x 113	19,000 1876
"	13.....	Harford and Ashland avenues.	105 x 158*	217 00	50 x 72	10,000 1875
"	14.....	Light and Poutney.	62 ¹ x 122	315 00	45 x 68	13,000 1858
"	15.....	Argyle avenue, near Lanvale.	80 x 140	592 00	51 x 167	35,000 1868
"	16.....	Eden and Preston.	100 x 207	320 00	50 x 80	16,000 1869
"	17.....	Pennsylvania avenue and Robert.	80 x 155	177 50	45 x 95	10,000 1855
"	18.....	Ramsay, near Scott.	71 x 128 ⁶	150 00	57 ^x x 104	21,000 1886
"	19.....	Gough and Wolfe.	75 x 110	2,400 00	77 x 86	5,000 1855
"	20.....	Lancaster and Patuxent.	150 x 100	7,500 00	32 x 50	21,000 1890
"	21.....	Chesapeake and Hudson (Canton).	80 x 100	In fee.		5,000 1855

TABLE C.—Concluded.

SCHOOLS.	LOCATION.	Size of Lot.	Amount of Ground Rent.	Amount paid on account of Lot.	Size of Building.	Estimated Value of Building.	Date of Erection.
Primary No. 25.....	Caroline, near Canton avenue.....	129 ⁶ x 110	In fee.	14,962 50	93 x 90	25,000	1892
" " 26.....	Orleans, near Bond.....	84 x 75	126 00	4,500 00	50 x 65	15,000	1874
" " 27.....	Fayette and Chester.....	92 x 120	274 50	.....	48 x 72	18,000	1869
" " 28.....	Battery avenue and Clement.....	75 x 82	270 00	1,000 00	46 x 82	15,000	1869
" " 29.....	Sharp, near West.....	114 x 155	570 00	.....	55 ² x 104	21,500	1886
" " 30.....	Hollins, near Fulton.....	150 x 129 ⁶	750 00	.....	55 x 82	16,000	1874
" " 31.....	Pierce and Schroeder.....	60 x 122	228 00	2,500 00	57 ¹ x 102	21,000	1890
" " 32.....	Guilford avenue and Lanvale.....	80 x 154	.....	11,800 00	67 x 98	21,000	1890
" " 33.....	Light and Clement.....	100 x 100	.....	10,000 00	67 x 98	21,000	1890
H. & G. & Col. P. No. 1.....	Saratoga, near Charles.....	66 x 192	600 00	16,000 00	52 ² x 126 ³	25,000	1888
Colored Grammar No. 2.....	Jefferson, near Caroline.....	83 ⁶ x 80	200 00	1,350 00	32 x 80	5,000	1855
Col. Manual Train'g and Grammar No. 3.....	Fremont, near Lombard.....	74 x 150	In fee.	1,200 00	44 x 65	8,000	1843
Colored Primary No. 2.....	East, near Lexington.....	75 x 105	25 00	5,125 00	49 x 80	13,000	1874
" " 3.....	Howard and Montgomery.....	50 x 104	160 00	8,000 00	40 x 64	6,000	1872
" " 4.....	Caroline, near Bank.....	76 x 90	134 00	4,800 00	45 x 65	8,000	1867
" " 5.....	Barre, near Eutaw.....	65 x 112	300 00	.....	40 x 80	10,000	1854
" " 6.....	Waesche, near Fremont avenue.....	143 ⁹ x 120*	480 00	.....	59 x 120	22,000	1877
" " 7.....	Bond and Ashland avenue.....	80 x 80	130 00	.....	40 x 54	7,000	1864
" " 8.....	Carrollton and Riggs avenues.....	97 ¹ x 157	In fee.	7,000 00	52 ¹ x 97 ⁵	19,000	1888
Annex No. 1.....	Homestead, Gorsuch avenue.....	42 x 90	"	1,000 00	35 x 50	4,500	.....
" " 2.....	Waverly, York road.....	100 x 200	"	4,000 00	35 ⁶ x 90	14,500	.....
" " 3.....	Rear building.....	.....	.....	.....	50 x 33	.....	.....
" " 3.....	Oak and Fifth, or Twenty-fourth st.	60 x 122	In fee.	4,000 00	50 x 60	10,000	.....

Annex No. 4.....	Chestnut and Fourth avenues.....	176 ³ x 230	.....	5,000 00	55 x 105	21,000 1890
" 5.....	Hamptden, Merryman's lane.....	87 x 240*	In fee.....	1,000 00	71 x 24	1,000
" 6.....	Same as No. 4.....	.....	.....	.....	.....	.....
" 7.....	Woodberry, on Woodberry ave.....	45 x 130	22 50	.....	37 x 96	10,000
" 8.....	Clifton, on Clifton avenue.....	40 x 150	In fee.....	2,000 00	40 x 90	4,000
" 9.....	Calverton, Bloomingdale road.....	75 x 169	"	1,500 00	63 x 40	6,500
" 10.....	Carroll, Old Frederick road.....	60 x 225*	01	2,000 00	52 x 27	4,500
" 11.....	Millington ave. and Lehman st.....	80 x 200*	240 00	.....	64 x 119	21,000 1892
" 13.....	North ave. and Washington st.....	80 x 150	In fee.....	5,000 00	66 x 120	25,000 1891
" 34.....	Huntingdon ave., near Charles st...	100 x 150	.....	7,000 00	.....	18,000 1890
" 35.....	Old Fred'k road and Fairview ave..	150 x 257*	360 00	.....	67 x 92	15,000 1892
Annex Colored No. 1.....	Waverly, Merryman's lane.....	127 ⁵ x 32*	50 00	.....	24 ⁶ x 48	700
" " 3.....	Frederick road, near toll-gate.....	41 x 283*	50 00	1,000 00	24 x 108	1,000

*Irregular in form.

**House built on the rear of lot leased for E. F. H. School.

Total amount paid on account of lots.....\$ 252,326 75
 Total value of buildings, actual or estimated..... 1,702,400 00

Amount of ground rents in the above list..... \$30,865 29

Additional ground rents authorized:

Grammar School No. 18.....\$ 480 00
 English-German School No. 1..... 1,147 50
 Annex No. 8 480 00

2,107 50

Total amount of ground rents.....

\$32,972 79

TABLE D.

Showing Locations of Rented Buildings, by what Schools Occupied, and Amounts of Rent Payable.

General storage, Hasselberger court.....	\$ 300 00
Grammar No. 6, 1310 Division street.....	360 00
Male Grammar No. 9, 406 Courtland street.	360 00
Female Grammar No. 9, 411 Courtland st..	600 00
Female Grammar No. 21, Patterson avenue and Stricker street.....	480 00
English-German No. 3, 1112 E. Baltimore st.	600 00
English-German No. 5, 741 W. Lexington st.	650 00
Primary No. 6, Canton avenue, near Broad- way	300 00
Primary No. 12, 712 Warner street.....	240 00
Primary No. 22, 786 Columbia avenue.....	264 00
Primary No. 36, Collington avenue and Lombard street.....	460 00
Male Colored No. 3, 713 S. Sharp street....	480 00
Colored No. 4, Biddle street, near Pennsyl- vania avenue.....	1,180 00
Male Colored No. 8, McDonogh and Barnes streets	276 00
Male Colored No. 9, 2211 Pennsylvania ave.	600 00
Annex No. 1, Homestead	144 00
“ “ 5, Hickory ave., near Fourth ave.	350 00
“ “ 8, Clifton Hall, Druid Hill ave.	480 00
“ “ 9, Calverton Road and Edmond- son avenue.....	300 00
Annex No. 12, Lombard st., near Wilkens.	600 00
“ “ 12, Calverton ave. and Lipp's la.	360 00
“ “ 14, Park Heights avenue.....	120 00
Annex Colored No. 1, Merryman's lane and York road.....	108 00
Annex Colored No. 10, 21½ st., near Barclay.	240 00
Total amount of rents.....	\$9,852 00

SCHEDULE

— OF —

SALARIES OF OFFICERS AND TEACHERS OF PUBLIC SCHOOLS.

GENERAL EXPENSE ROLL.

Superintendent of Public Instruction.....	\$2,500
Assistant Superintendent.....	2,000
Secretary	2,000
Assistant Secretary.....	1,500
Superintendent of Supplies.....	1,800
Librarian.....	1,200
Superintendents of Music, each.....	1,500
Teachers of Drawing, each.....	500
Librarian of Public School Library.....	900
Directress of Sewing.....	600
Teachers of Sewing.....	500

BALTIMORE CITY COLLEGE.

Principal	\$2,400
Professors (not otherwise specified).....	2,000
Professor of Writing and Book-keeping, and Secretary to Faculty.....	2,000
Professor of Drawing.....	1,800
Adjunct Professors.....	1,800
Tutors	1,000

REPORT OF THE

FEMALE HIGH SCHOOLS.

Principals.....	\$2,400
First Assistants	1,008
Second Assistants.....	900
Teachers of French and Drawing, each....	900

MANUAL TRAINING SCHOOL.

The present principal of this school is an officer of the United States Navy, detailed for service at this school, and receives from this Board...\$		500
First Assistant.....		*1,200
Instructors.....		*1,200
Assistants.....	*\$600, *\$720, *\$900,	*1,000

COLORED MANUAL TRAINING SCHOOL.

Instructors.....	*900
Assistants.....	*600

MALE GRAMMAR SCHOOLS.

	1st Year.	2d Year.	3d Year.
Principals.....	\$1,296	\$1,404	\$1,500
First Assistants (male)....	804	900	
First Assistants (female)...	588	672	
Second Assistants.....	456	516	
Third Assistants.....	444	504	

ENGLISH-GERMAN SCHOOLS.

	1st Year.	2d Year.	3d Year.
Principals.. ..	\$1,296	\$1,404	\$1,500
Vice-Principals	804	900	1,008
First Assist's (Eng. Fem.).	564	648	
First Assist's (Ger. Male).	600		
Teacher in charge of lowest grade.....			504

*Subject to the approval of the Mayor and City Council.

Other assistants in grammar grades, same as third assistants in male grammar schools.

Assistants in primary grades, same as assistants in primary schools.

FEMALE GRAMMAR SCHOOLS.

	1st Year.	2d Year.
Principals.....	\$804	\$900
First Assistants.....	564	648
Second Assistants.....	444	504
Third Assistants.....	432	480

MALE AND FEMALE PRIMARY SCHOOLS.

	1st Year.	2d Year.	3d Year,
Principals.....	\$600	\$696	
Assistants.....	408	432	\$468
Teacher in charge of lowest grade.....			504

HIGH AND GRAMMAR COLORED SCHOOLS.

Principal and teachers of grammar grades the same as male grammar schools.

Assistants in High School department..... \$672

COLORED PRIMARY SCHOOLS.

	1st Year.	2d Year.	3d Year.
Principals (male).....	\$804	\$900	
Principals (female).....	600	696	
First Assistants (male).....	700		
Assistants (female).....	408	432	\$468
Teacher in charge of lowest grade.....			504

INTERMEDIATE SCHOOLS.

	1st Year.	2d Year.	3d Year.
Principals (males).....	\$1,200		
Principals (females).....	804		
First Assistants.....	600		
Teacher in charge of lowest grade	444	\$468	\$504

Other assistants in grammar grades, same as third assistants in female grammar schools.

Assistants in primary grades, same as assistants in primary schools.

UNCLASSIFIED SCHOOLS.

Composed of Primary and Grammar Scholars, and not otherwise designated.

	1st Year.	2d Year.	3d Year.
Principals.....	\$696	\$780	\$900
First Assistants.....	504	552	600

SATURDAY NORMAL CLASS.

Principal.....	\$200
Assistants	150

EVENING SCHOOLS.

Principals, \$2.50 per night for actual service.

Assistants, \$1.50 per night for actual service.

The Schedule of Salaries to be subject to the following conditions:

All below the grade of second assistant in male and female grammar schools to be graded as third assistants, the Board of School Commissioners to determine at the annual election the grade of each assistant; in case of failure to do so, the senior assistant to grade highest in all cases.

In male and female grammar schools not employing three assistants, the lowest assistant shall rank as third assistant, and so continue until there are three assistants employed in that school, excepting the first assistant, who shall in all cases rank as first assistant.

Teachers who may have served for *two full* years in any of the public schools of Baltimore, upon promotion to grammar schools shall be entitled to the second year's salary of the grade to which they may be assigned, excepting that of principal, and teachers who shall have served three full years, counting the time served in the public schools of Baltimore, and the time served in any school or schools of recognized merit, shall be entitled to the highest salary of the grade to which they shall be assigned (excepting the grade of principal of grammar school), from and after the date upon which they submit satisfactory written evidence of that fact to the President of the Board, who shall be vested with power to decide.

Teachers elected during the month of September shall receive the full salary for the months of July and August of the succeeding year; those elected in October shall receive nine-tenths of said salary; in November, eight-tenths, and so on to the close of the scholastic term.

Any teacher who shall have served the usual probationary period of ninety days before the close of the scholastic year, and who shall be elected at the annual election, shall receive her proper proportion of salary for July and August.

When transfers are made from one school or position to another, the teacher transferred shall draw the salary of the position from which he or she has been transferred till the end of the month in which the transfer shall be made.

SALARIES OF JANITORS, JANITRESSES AND FIREMEN.

Janitor and Fireman of Baltimore City College.	\$1,000
Assistant Fireman of Baltimore City College...	600
Janitor of Manual Training School.....	720
Fireman of Manual Training School.....	720
Janitor of Manual Training School, new bldg...	720
Firemen of Female High Schools, each.....	400
Janitresses of Female High Schools, each.....	300

Fireman and Engineer of No. 3 English-German School, \$40 per month. For large furnaces in schools having the Smead system, \$10 each per month, and for all furnaces in other schools, \$5 each per month.

Janitresses of schools having three class-rooms shall receive \$9.00 per month; four class-rooms, \$10.00 per month; five class-rooms, \$11.00 per month; six class-rooms, \$11.50 per month; and increase fifty cents per month for each additional class-room. They shall receive additional compensation for making fires in stoves from October to April, inclusive, at the rate of 50 cents per month for each stove on the first floor, and 75 cents for each stove on the second and third floors. The salaries of janitresses of schools containing more than twelve class-rooms, and of janitresses of buildings used as branches of schools shall be fixed by the President and Secretary, subject to the approval of the Board.

Janitresses of Evening Schools, \$5 per month.

REPORT

OF THE

Superintendent of Public Instruction.

BALTIMORE, January 1st, 1893.

*To the Honorable the Mayor and City Council,
and the Board of Commissioners of
Public Schools of Baltimore City.*

GENTLEMEN :

The following report of the condition and statistics of the schools for the year ending December 31st, 1892, is submitted for your consideration.

SUMMARY OF STATISTICS.

Population of Baltimore—white, 384,- 394, colored 71,033 (U. S. census 1890)	455,427
Population in 1892, estimated.	501,427
Enumeration, school census, 1888	110,731
School age	6-21
Basis of taxation	\$303,000,000
School tax—City 25, State 10½.	35½ mills.
Number of pupils in school during the year	67,610
Increase	774

Number of pupils on roll December 31st, 1892.....	54,406
Increase.....	1,863
Number of teachers December 31st, 1892.....	1,392
Increase.....	91
Number of schools.....	156
Increase.....	8
Percentage of attendance on enrollment... ..	84
Decrease.....	1 per ct.

HIGH SCHOOLS AND COLLEGE.

Number of pupils on roll December 31st, 1892.....	1,367
Increase.....	44
Percentage of attendance.....	93
Same as last year.	.
Number of pupils to a teacher on enrollment.....	34
Decrease.....	1
Number of pupils to a teacher on average attendance.....	31
Same as last year.	

MANUAL TRAINING SCHOOL.

Number of pupils on roll December 31st, 1892.....	385
Increase.....	15
Percentage of attendance.....	95
Increase.....	5 per ct.

SCHOOL COMMISSIONERS.

39

Number of pupils to a teacher on enrollment.....		26
Increase.....	1	
Number of pupils to a teacher on average attendance.....		23
Same as last year.		

GRAMMAR SCHOOLS.

Number of pupils on roll December 31st, 1892.....		12,829
Increase.....	271	
Percentage of attendance.....		88
Same as last year.		
Number of pupils to a teacher on enrollment.....		39
Decrease.....	1	
Number of pupils to a teacher on average attendance.....		33
Decrease.....	2	

ENGLISH-GERMAN SCHOOLS.

Number of pupils on roll December 31st, 1892.....		5,439
Increase.....	153	
Percentage of attendance.....		88
Decrease.....	2 per ct.	
Number of pupils to a teacher on enrollment.....		41
Same as last year.		
Number of pupils to a teacher on average attendance.....		36
Decrease.....	1	

PRIMARY SCHOOLS.

Number of pupils on roll December 31st, 1892		20,764
Increase	560	
Percentage of attendance		83
Decrease	1 per ct.	
Number of pupils to a teacher on enrollment		41
Decrease	1	
Number of pupils to a teacher on average attendance		34
Increase	1	

COLORED SCHOOLS.

Number of pupils on roll December 31st, 1892		7,283
Increase	204	
Percentage of attendance		79
Decrease	1 per ct.	
Number of pupils to a teacher on enrollment		41
Same as last year.		
Number of pupils to a teacher on average attendance		32
Decrease	1	

ANNEX SCHOOLS.

Number of pupils on roll December 31st, 1892		6,246
Increase	523	

SCHOOL COMMISSIONERS.

41

Percentage of attendance.....		80
Decrease	1 per ct.	
Number of pupils to a teacher on enrollment		41
Decrease	5	
Number of pupils to a teacher on average attendance.....		35
Decrease	2	

ACCOMMODATIONS.

During the year there have been constructed for the accommodation of the schools named: A new building for No. 19 Grammar and Primary Schools, on Park avenue and Hoffman street, a new building for English German School No. 1, on Pennsylvania avenue and Dolphin street, a new building for No. 18 Grammar School, on Monroe street and Harlem avenue, a new building for No. 3 Colored School is nearly completed, on Hill street, near Sharp ; at Carroll a new building has been built for the accommodation of the primary department of No. 10 Annex School, a new building is in course of erection for the use of Annex School No. 8 at Clifton, eight class-rooms have been added to No. 20 Grammar School, on Eden and Federal streets, a new building for Annex No. 11 has been erected on Millington avenue, near the Frederick road, and is now occupied by the school.

The better and more enlarged accommodations provided by the above mentioned improvements afford the schools named ample accommodations, but still as

may be seen by the reports of the Committee on Buildings, there remains much to be done in providing additional buildings for the proper accommodation of many pupils now in the schools, and for others who desire to attend. Your attention is called to the needs of the following schools and localities in this respect: Baltimore City College. At the beginning of the school-year in September, on account of the injury sustained by the College building during the summer, it was found necessary to take the building of No. 1 Male Grammar School for the use of the College. The necessity for this is to be regretted on two accounts: in the first place the building now occupied by the College does not afford the necessary accommodations for the school, some of the class-rooms cannot be furnished with desks, opportunities for laboratory work in the physical and chemical departments are entirely lacking, there is no large room in which the pupils can be assembled during the opening exercises, for examinations, or for other necessary purposes, and the yard accommodations and accessories used by these schools are altogether inadequate; in the second place, No. 1 Male Grammar School it is feared will be seriously affected in time by being deprived of the use of its building, and that decided injury will ensue if the present arrangement continues for any length of time. When No. 18 Grammar School is moved to its new building the old building should be prepared for the temporary use of the College, and the pupils of No. 1 Male Grammar School should be allowed to take possession of their own building. It is exceedingly im-

portant that some plan should be speedily agreed upon in regard to the College building, as the school is very much embarrassed and retarded in the progress of its work in consequence of the unsuitableness of the building it now occupies. If the accident to the building last summer results in securing another building for the College, suited in all respects to the needs of the school, the temporary injury sustained will not be an unmixed evil, as the old building did not afford the facilities required for the use of the school. Many of the class-rooms were so badly lighted as to necessitate the constant use of gas. The building was badly planned, and did not afford proper facilities for the drawing, physical, or chemical departments. A new building should be speedily provided for the use of the school.

Western Female High School. The building occupied by this school, on account of the increase in the number of pupils, has not for a considerable period of time afforded enough room for their proper accommodation and instruction. It is not only too small, and the site objectionable for the location of the school, but the ventilation is very defective, and buildings erected near it have shut out the light to such an extent as to render some of the class-rooms unfit for use. There are thirteen teachers required to instruct the classes, while only twelve class-rooms are provided for their use, four of which are in reality passage-ways, which must be used on account of the lack of suitable rooms. This condition of affairs has existed for a long

time, and unless these defects can in some way be remedied, another location should be selected, and a suitable building erected for the use of the school.

No. 6 Grammar School is still overcrowded in the main building, while some of its classes have to be taught in a rented house entirely unsuitable for school purposes. This state of affairs has existed for a long time, and has seriously interfered with the successful operation of the school. It is very important to supply the school with the necessary accommodations. This section of the city is not adequately supplied with space to meet the wants of the number of children residing in it. The schools in the adjacent districts are full or overcrowded also, and it seems to me the only solution of the difficulty lies in enlarging No. 6 by adding an additional story to the building, or establishing a new grammar school somewhere northwest of this locality.

No. 9 Grammar and Primary Schools have been conducted in rented buildings on Courtland street since the building they formerly occupied was taken for the use of the Manual Training School. The buildings these schools now occupy, built for dwelling houses, are not suitable for school purposes.

No. 10 Grammar School. The female department of this school needs additional room for the accommodation of its classes. It is necessary to instruct three classes in two of the class-rooms. Good work can not be done under such unfavorable conditions. Teachers

and pupils are not only subjected to serious inconvenience, but their health is impaired by the lack of a sufficient amount of pure air. As there is room for some of the pupils of this school in No. 4 Grammar School, not far away, and as the building now occupied by No. 17 Primary School is very badly lighted, and the class-rooms too small, it is recommended that No. 10 Grammar School, which is located in the extreme north of its district, be moved farther south, that No. 17 Primary School be moved to the building now occupied by No. 10 Grammar School, and that the district lines of No. 4 and No. 10 Grammar Schools be changed so as to give a portion of the northern district of No. 10 to No. 4. This part of the city has been built up to the south and east very considerably within the last few years, and as the erection of dwellings on the ground yet unoccupied will continue, by carrying out these recommendations this neighborhood will be adequately supplied with grammar school facilities for some time to come.

English-German Schools No. 2, No. 4 and No. 5 have a greater number of pupils on roll than their buildings will accommodate, and it is important that some arrangement be made for supplying these schools with additional accommodations. Some of the classes of No. 5 have to be instructed in a rented building near the school, which is very unsuitable on account of the small size of the rooms, their bad arrangement, and the insufficiency of light. There is room for these classes in No. 18 Grammar School, which is situated a short distance from English-German School No. 5.

Colored Schools No. 4, No. 9 and No. 7 are overcrowded, but as the buildings now used by English-German School No. 1 and No. 18 Grammar School will in a short time be occupied by colored pupils, it is thought that the overcrowded condition of No. 4, No. 9 and No. 7 will be materially if not entirely remedied.

No. 8 Colored School is very much in need of additional room. Only one class of the male department can be accommodated in the main building, the other rooms being occupied by the female department. Most of the classes of the male department have to be taught in rented rooms, which are not suited in any respect for class-rooms. The principal has little opportunity to overlook the instruction and discipline of his school under such circumstances.

Annex School No. 1 needs, or will in a short time need, an addition capable of supplying the school with four additional class-rooms. Two classes are taught in very unsuitable rooms, in a private house, situated a short distance from the main building.

Annex No. 7 requires another class-room, it being necessary for two teachers with their classes to occupy one of the rooms.

Annex No. 9. It is necessary to enlarge the building to the extent of providing four additional class-rooms for the school. Six teachers have to instruct their classes in four class-rooms.

Annex No. 3. During the latter part of the year, upon the recommendation of the local committee, the Board considered it best to divide the school into two departments, male and female. The male department consists of four classes, which are accommodated in four rooms of the building; the female department consists of five classes, four of which are instructed in the main building and one in a vacant room of the female department of Annex No. 34. This section of the city is being built up, its school population is increasing, and it is reasonable to expect, when the schools open in September, that not only will Annex No. 34 need the room now used by one of the classes of No. 3, but that both the male and female departments of No. 3 will have increased to such an extent as to require additional room. In view of these facts, it will be necessary to erect, to the northward of No. 3 a building for the use of the male or female department of this school.

Annex No. 12 is kept in the basement of a church and in an adjoining building formerly used by a parish school. The number of class-rooms is not sufficient for the school, and many of them are too small, besides being badly lighted and ventilated. During the year the committee in charge of the school found it necessary to rent a house in the neighborhood for the use of the school. It is necessary to provide a suitable building for the use of this school.

School at Highland Park. A large number of representative citizens living at or near Walbrook have

petitioned the Board to establish a school for the instruction of over two hundred children living in this portion of the annexed district. It is important that a building should be erected and facilities provided for the instruction of the children living in this vicinity.

Many of the buildings recently erected for the use of the schools are faulty in many essential particulars. The class-rooms in most of the buildings are not large enough to allow sufficient space outside of the desks for persons to move about the room. There is not sufficient space in front of the desks for the placing of blackboards and other necessary apparatus for teaching. The rooms are about twenty-six by twenty-one feet, some of them only about twenty-two by twenty-one, while they should be about twenty five by thirty, in order to give each pupil fifteen square feet of floor space. In many instances the necessary means have not been used to deaden the sound between the ceiling and the floor above, and in consequence the noise in the rooms on the first floor, due to the moving about of the classes in the rooms overhead, is very annoying and detrimental to instruction. This defect exists in many of the new buildings, and many of the old buildings have been rendered defective in this respect also by putting wooden ceilings in place of plaster ceilings, without making any provision for deadening the sound. It is very desirable that every school should have an assembling room, or to arrange the partitions separating several class-rooms so that the

partitions may be moved out of the way and the rooms thrown into one for an assembling room. A room of this kind is very necessary to the efficient management of a school—the opening exercises can be held by the school in a body, it affords the principal the opportunity of making announcements to the entire school at one time, it permits the occasional assemblage of all the grades of the school to engage in the recitation of selections, declamations, the reading of compositions, etc., it enables the entire school to participate in the exercises on the 22d of February, Arbor Day, etc.; besides this, such a room serves to unify a school and to put it more completely under the direction and supervision of the principal. As it may be considered too expensive to provide each school with a room to be used solely for this purpose, it is very important that the new buildings should be constructed so that several class-rooms may be converted into one room which may be used as an assembling room.

Some settled policy regarding plans for *new buildings* should be adopted and strictly adhered to in the future. Certain regulations, conforming to well established sanitary laws, relating to the amount of floor-space and air-space to be allotted to each pupil, and the maximum number of pupils to be instructed by one teacher, should be definitely fixed. It is very important that we should adopt a model school-building, after the plan of which all new buildings for primary and grammar schools should be constructed. The plan of this building should embrace the best and most

economical architectural arrangements for heat, light, ventilation, size and arrangement of class-rooms and sanitation. If such an arrangement were properly carried out, it would not only conduce to a more economical expenditure of the money appropriated for building purposes, but it would at the same time promote the health and instruction of the children.

It may be thought that the demands made upon the city treasury for the erection of new school houses, and for other educational purposes are too great, and that an economical administration of the finances of the city will not justify appropriations to the extent requested. While economy should be practised, and nothing should be asked for that is not absolutely necessary, yet one of the worst things we can do is to practise false economy, which withholds from the schools what is really needed to afford all the children of school age in the city the necessary means of acquiring an education. One of the difficulties we are laboring under now proceeds from the false economy practised in the past, which refusing to erect more than two school houses annually—it mattered not how many were required—for the rapidly increasing school population of the city, imposed upon the present City Council the duty of providing the ways and means of doing much that should have been done by their predecessors in former years. Schools are expensive, and if we are to have a system capable of educating the youth in our midst, the necessary means must be provided for in establishing and maintaining the requisite number of schools.

The unwise policy of the past, which failed to supply the growing system accommodations in proportion to its needs, the movement of population from the interior to the outskirts of the city, and the annexation of a large rapidly developing outlying territory, necessitate the expenditure of a large sum of money to furnish additional accommodations for many pupils who are now in the schools, and for others who desire to attend.

Promotions.

Before the close of the schools in June the Board ordered that, promotions from grade to grade in the primary and grammar schools, and to the grammar and high schools, instead of being determined by written examinations made out by the superintendents and conducted by the principals, as before that time had been the case, should be made upon the recommendation of the teachers, such recommendation being based upon the accomplishment of the work of the grade, in such a manner that, the pupils had acquired, in the judgment of the teacher, the knowledge and training necessary to enable them to undertake successfully the work of the next higher grade. This action of the Board will have a very important and beneficial effect on the work of the schools. It will enable the teachers to use better methods of teaching, to devote more time and attention to reading, to oral language, to logical, stimulative, developing methods, of oral instruction, which are indispensably necessary to the proper teaching of all the subjects named in the

course of study. Heretofore the teachers were dominated, and their methods of teaching in a large measure determined, by the idea that nothing counted in their teaching but what could be set forth in a written examination, hence oral work did not receive the attention and time it should have received, and written work on paper or slates—which is very necessary when confined to proper limits, and by no means to be neglected—consumed so much time and attention of the teacher and class as to necessitate the neglect of oral instruction. Written examinations for promotion necessitated in the opinion of the average teacher much of the memoriter work and cramming apparent in many of the schools in order to prepare their pupils for the test, which, according to their idea, demanded such methods to meet successfully the requirements for promotion. The fault of such teaching does not lie entirely with the teachers when those over them in authority test their work by such inadequate means. Teachers should be well educated in the various branches of learning, as well as in correct methods of teaching, they should be encouraged to find out and to apply the best means of performing their work. If when a class has been well instructed, both as to the acquisition of knowledge and building up and strengthening the mental faculties, the tests are such as to fail to recognize such work, but on the contrary to award the meed of praise to classes well drilled, and prepared only in memory work, why as a matter of course simply learning the text, without understanding it, will be at a premium, while intelligent instruction

based on correct methods of teaching will be abandoned as failing to meet what is required. Theoretically speaking written examinations do not necessarily bring about such results, for as good methods of teaching may be used in the preparation of pupils to meet their requirements as those used to fit pupils to be tested by any other plan of examination. They do not necessitate the neglect of reading, oral methods of teaching, etc., indeed they give the very best idea in many instances, when properly set and prepared for, of the knowledge and intellectual status of the pupil. But, notwithstanding the truth of this statement, experience demonstrates the fact that wherever they have been used, the effect has been, with the average teacher, to weaken the teaching and to promote the use of mechanical methods of instruction,—to encourage show without reality. The plan of promotion adopted by the Board does not do away with the uses written examinations may be put to. Teachers who know from the daily work of their classes what their pupils ought to be able to do, will continue to give such examinations, from time to time during the year, to test their pupils by such written exercises so far as such aid may help them, but they will also, which is a most important matter to be considered, test the attainments of their scholars quite as rigidly in reading, oral language work, and their ability to think, by means of examinations which cannot be done on paper. In this way both oral and written exercises will be combined in testing the proficiency of the pupils, better teaching will be brought about, and far more satisfactory results

secured. If we are to get the best work from our teachers, they must be untrammelled and allowed to follow such methods of teaching as they find will enable them to secure in the most thorough manner the results to be reached, and the tests for promotion must be adequate to accomplish the end in view. The plan adopted by the Board does not contemplate abandoning written work in the schools, but simply to employ it only so far as it may be made useful. Its purpose is to afford opportunity for the necessary amount of oral instruction, and to leave the question of fitness of pupils for promotion to the teacher, who is held responsible for their instruction by correct methods, and who is also required to judge correctly as to their readiness to undertake the work of the next grade. The teacher, instead of being a portion of a vast machine run on schedule time, is given the opportunity of adapting her plans to the situation in which she is placed, and to say—for she is the only person whose experience enables her to do so—at the end of the year, which of her pupils are prepared for promotion. The most important advantage gained by the change from written examinations for promotion to the recommendation of the teacher, is the effect such action will have upon the teachers themselves. It will increase their desire to know more about the principles of education and methods of teaching, it will make them more self-reliant and more self-helpful, they will become less machines, and their pupils will be taught more liberally and less mechanically.

It will also give the teacher better control of her class, for when the scholars know that their success depends upon the good opinion of their teacher, they they will be much more obedient, and they will strive more diligently to perform their duties, both in school and at home, in such a manner as to merit the approval of their teacher. The importance of this may be seen when we consider the fact, that the tendency of the age is to take from the teacher almost every means of disciplining her scholars, and rendering it necessary for her to beguile them into doing what she should have the power if necessary to enforce. The proviso, that promoted pupils, who after six months trial are found unable to do the work of the next grade are to be sent back to the grade from which they were promoted, acts as a check upon those who are inclined to be negligent in the discharge of their duty, and also calls the attention of the teachers to the importance of learning how to judge correctly as to the powers and attainments of their scholars.

Principals.

In addition to the duty of teaching a class, the general management and discipline of the school is at all times under the control of the principal, and his most important duty is to see that the assistant teachers discharge their duties faithfully and efficiently. In order to comply with the requirements of the rules of the Board in this respect it is necessary for the principal to visit the classes taught by his

assistants, as frequently as possible, for the purpose of obtaining information as to the following facts: The length and character of lessons given for home study; the influence of the teacher in getting her pupils to prepare such lessons; the methods employed in giving instruction in each branch of study; whether the instruction is intelligent, or the mere repetition of the text-book without a proper understanding of the subjects; the discipline of the class as to attendance, neatness, order, industry, habits of study; whether each part of the work is up to the point it should be, and whether there is reason to expect, when the time for promotion comes, that the pupils will be thoroughly prepared for the work of the next grade. It is too late to put off getting this information until the end of the year, when promotions are made. In order to bring his school up to a condition of thorough efficiency it is necessary for the principal to overlook his school as a whole, to ascertain the defects existing in any of its parts before it is too late, and to adopt measures promptly for their removal. It is true that a principal, who in addition to instructing a class is required to supervise his school for the purpose of unifying its parts so that they are made to work co-operatively and with the greatest amount of efficiency, has more to do than one person can perform with entire thoroughness, but when many duties demand our time and attention we should economize our efforts by using them in such a way that they may be productive of the greatest amount of good to all the interests concerned.

Principals must not only be good teachers, but they must combine with this qualification, administrative and executive ability of high order. Some principals are not only excellent teachers, and instruct their own classes well, but at the same time they diligently overlook their schools, and infuse their spirit and methods into all the classes. Their influence for good is potent throughout the building over which they have charge, in improving the attendance, in securing the co-operative influence of teachers, parents and commissioners, in a marked degree in improving teachers, in ascertaining the character of the work being done by each teacher, and in gradually having it done more satisfactorily—the whole school is inspired with a common purpose by their influence, and its work, though performed by separate individuals, is done harmoniously and effectively. Many of our schools have such principals, and it is not necessary to state that unmistakable signs of improvement are manifest throughout their schools. A principal, who by timely and effective supervision, succeeds in getting the work of each grade done thoroughly, and in proper relation to that of the other grades, without overlapping or loss of continuity, will find when the pupils have advanced to his class that they have acquired in the lower grades such habits of study, discipline, mental training, and knowledge of their work, as will fully prepare them to begin the studies of his grade, and that much of the time which should be devoted to teaching the work of the principal's grade will not have to be used in doing what ought to have been done in the grades below. The

time of the principal, taken for the proper supervision of the lower grades, is really a gain instead of a loss to the pupils of the principal's class. It is only by means of such faithful supervision on the part of principals that bad work can be discovered before the time for promotion arrives, and adequate measures adopted to rescue a class from failure and loss of most valuable time. Reading, geography, oral language, mental arithmetic and history, and the proper methods to be used in teaching them, require special attention on the part of principals during their supervisory visits. Teachers under the guidance of the mature judgment of their principal learn not only how to teach better, but to teach all the subjects of their grade, so as to have their work at the end of the year thoroughly prepared as the foundation upon which may be securely based the work of the next grade. Attendance and truancy require unremitting attention and co-operative effort on the part of principals, assistants, and parents. In many of our schools these matters are attended to with faithfulness and intelligence, and in consequence, the attendance improves yearly—the public sentiment of the neighborhood is educated up to the importance of regular and prompt attendance—and truancy is becoming less and less frequent, and in some instances almost unknown,—while in some of the schools, the principals neglect their duty, and as a necessary consequence, the attendance is not as good as it should be, which materially retards the progress of the scholars, and there are many cases of truancy, which under efficient management would not have occurred. At the meetings of the eighth grade

teachers, nearly all of whom are principals, the subject of supervision has been fully considered, much interest has been awakened, and a disposition manifested to do everything that can be done to make improvement in this direction, and it may be confidently expected as we come to a better understanding and appreciation of the importance of the subject, that beneficial results will ensue.

History.

History is taught now in the third grade of the primary schools, and in all the grades of the grammar schools. The instruction is given topically in connection with maps. Progressive maps are also used, upon which places referred to are located as they come up in teaching. During recitations the use of the textbook is dispensed with as far as possible. It may be stated here that this is done during recitation upon all the subjects of the grades. The teacher is expected to prepare herself beforehand for each recitation, and to determine what points she intends to make. She must be able to supplement the text by suitable and interesting information secured by her more extensive study and acquaintance with the subject. The mere repetition of the text is not accepted as a well prepared lesson, but the teacher insists upon and secures an intelligent knowledge of the facts expressed in the pupil's own language, generally orally, but at times in writing. Recitations upon this and other subjects are conducted

so as to promote, incidentally, the correct use of speech, both oral and written. By proceeding with the instruction in history in this manner interest on the part of both teachers and scholars is secured, and an intelligent knowledge of the subject is at the same time acquired. What is said here in regard to the teaching of history applies very largely to the method pursued in teaching geography. Now that the selection of pupils for promotion is left with the teacher, the teachers feel that there is no longer any excuse for bad teaching, and that, while we must not lose the benefits resulting from written examinations, such as methodical arrangement of the work, neatness, accuracy, etc., yet written examinations, reviews or recitations, and the preparation for them, must not be allowed to consume so much time as to necessitate the neglect of reading, oral language, and much oral work in connection with the proper teaching of nearly all the subjects mentioned in the course of study. It is indispensably necessary to use oral exercises to a large extent in connection with logical, stimulative, and developing methods of instruction. Instruction in history in the schools, while it is pursued in a general manner so as to embrace what is found in the textbook concerning the exploration, colonial, revolutionary and constitutional periods, yet this is supplemented very largely in many of the classes, it is gratifying to be able to state, by facts and incidents interesting to the young, especially those facts connected with the history of our own state and city. Such subjects as the settlement of St. Mary's, the burning of the Peggy

Stewart, the battle of North Point, the bombardment of Fort McHenry, the troops of Maryland in the Revolution, etc., receive intelligent treatment by the pupils. This method of connecting the subject with our own people and section, not only serves to create an interest in the study of history, but also cultivates a love of country in the most effective manner. History, geography, and language, oral and written, are taught much more effectively at this time than they have ever before been in the schools. A great awakening among the teachers, it may be said, has taken place during the year in regard to the proper means to be employed and the results to be secured in teaching these subjects. This spirit has in a large measure been occasioned by the action of the Board in basing promotions on the judgment of the teacher. A large majority of the teachers are earnestly endeavoring to learn by means of the aids that offer themselves for their improvement, the Teachers' Library, teachers' meetings, lectures, educational literature, etc., the best methods of teaching, and it is earnestly hoped that all of them will avail themselves of these opportunities, so that marked improvement may be seen in the efficiency of the teachers, and as a necessary consequence in all the work of the schools.

Sewing.

Last April the Board determined to introduce instruction in sewing into all the schools in which girls of the grammar grades are taught. An examination

of the applicants for certificates to teach sewing was held in May. Two hundred and forty-three applicants were examined, of whom forty-five were deemed qualified by the committee to give instruction in sewing. Candidates were examined in the elementary principles of arithmetic, the practical use of English, oral and written, drawing—to test the ability of the candidates to sketch on the black-board the pieces of which a garment is composed and to illustrate how the pieces are to be put together, and in the following exercises in sewing: Hemming, felling, patching, darning and button-holes. A directress and ten special teachers were appointed, who have instructed since the opening of the schools in September the girls of the grammar grades, numbering nine thousand two hundred and ninety-six pupils for one hour per week. While instruction is given in sewing the regular teacher of the class is expected to take entire charge of the discipline, as she is more thoroughly acquainted with the scholars; she is also expected to see that the work is distributed promptly at the beginning of the hour, either by herself or through monitors, and to assist in keeping each scholar diligently occupied during the sewing hour. She also gives credits in the same manner and according to the same method pursued in the other lessons of her class. In mixed schools, where girls are taken from one or more classes to form one division, the boys of these classes are put under one teacher, while the other teacher takes charge of the class in sewing—these teachers are allowed to alternate in their duties.

While sufficient time has not elapsed since this branch of instruction was introduced into the schools to enable us to speak decidedly as to the results it is expected in time to secure, and especially as to its beneficial effects upon the other work of the schools, yet it may be said that the prospect is most encouraging and promises a realization of all that was claimed by those who advocated the introduction of sewing. I am told by many of the teachers that the introduction of sewing into their classes has improved the attendance, increased the interest and diligence of the scholars, that it has in schools in which this is very desirable brought about decided improvement in the neatness and appearance of the pupils. So far as I am able to determine, the committee has selected a very efficient corps of special teachers for carrying on this work. The teachers are intelligent, active and earnest, and they have evinced judgment in arranging their work and skill in instructing the classes committed to their charge. Miss Davis, the Directress of Sewing, furnishes for my report the following statement :

“I herewith present my report on sewing. This branch of industrial training is making satisfactory progress in all the Female Grammar, English-German, Annex and Colored Schools in which it has been introduced. It was received with pleasure by the pupils with but very few exceptions. Many of the teachers say the attendance is fuller on sewing days than on any other day of the week.

“We began with fourth grade work in every grade. The higher grades will soon be ready to take up the course of the fifth grade. I think the interest increases as the work advances.

“The sewing teachers are as a body efficient and practical, and seek to comply with the directions set forth. The work goes on smoothly, and the results are very gratifying.”

A Training School for Teachers.

The only means of improving a school system and of bringing it up to a high state of efficiency is to train thoroughly its teaching force. Good teachers make good schools, and all true friends of education must desire to secure the services of the best teachers that may be procured. It is highly important that teaching should be regarded as a profession, and that none but those possessed of good scholastic attainments, supplemented by professional training, should be licensed or appointed to teach. It is manifestly wrong to put untrained persons into positions demanding the best service of skilled workmen. It is estimated that we employ annually about sixty new teachers, who are pronounced competent so far as the subjects to be taught are concerned, but who in most cases have no knowledge of the principles of education or of the practice of teaching. Now it is apparent to any one that this should be remedied, and that we should provide a training school for the education of teachers. The necessity for establishing such a school

has been called to your attention in former reports, but it is done again as it is a matter of too great importance to be lost sight of. The means for the organization of such a school are at hand on every side, and why should there be any hesitancy about using them? The college and high-schools turn out annually material excellently well qualified to enter a good training school, and in two or three years, to become well fitted to give instruction to the children in the schools. Some persons say this requires too long a time for the preparation of those intending to teach—it may be too long for some, who simply seek teaching as an employment, but it is not too long for our citizens who want none but well qualified teachers to instruct their children. It is most important in enacting rules for the management of the schools that no interests should be of weight or receive consideration but those which concern the betterment of the schools. Besides providing a plan for securing as teachers only those persons who are fully qualified to teach, a training school could be organized, without in the least impairing its efficiency, so as to provide a much more desirable method of appointing teachers than the one followed at present. The course of study and practice should be arranged for two years, and the students appointed annually in the month of September, as follows: half the number selected by the members of the Board from the graduates of the high schools, or college, who have received a graduating average of scholarship of eighty-five, or from others possessing equal qualifications. It should be guaranteed to the students thus appointed,

that after graduation they only shall be entitled to fill vacancies as they occur in the schools, and that until they receive appointments as regular teachers, they shall constitute the corps of substitute teachers. It should be understood, also, that this school is organized not only for the purpose of qualifying suitable persons to teach, but that one of its most serviceable functions is to exclude those who, while possessing the requisite scholastic qualifications, have no aptitude for teaching. At this time there are about five hundred names on the list of persons eligible to teach, and as our commissioners are generally men of business, it may be seen to what annoyance and inconvenience they are continually subjected by a large number of, in many instances, importunate place hunters. They insist, too, that influence, not merit, secures places, and in consequence not only they themselves, but also their relatives and friends, are enlisted to urge their appointment. The plan of appointment proposed would relieve the commissioners of this annoyance, and at the same time secure teachers in a way that would be open to none but persons of excellent ability and fully tested qualifications. The city spends annually a large sum of money to give opportunity to those possessing the requisite natural ability to prepare themselves fully from a literary point of view for the work of teaching, and in selecting those whom it is prepared to educate further in the science and art of their proposed profession, no plan is fair either to applicants or to the city's interests, but the one which selects the very best from those who are applicants.

If this plan were properly carried out, when fifty children who enter the schools need a teacher, they would be put in charge of one who is well versed in the branches of study pursued in our schools, who has been well instructed in the principles of teaching, and who has given evidence that she has aptitude for teaching, and has acquired skill in the management and instruction of children. There is room for the accommodation of the school in either of the centrally located buildings on the corner of Greene and Fayette streets, and the primary and grammar classes in those buildings would afford ample opportunity for observation and practice. One principal teacher and an assistant would be sufficient to take charge of the school at first, whose salaries, together with the cost of books and of fitting up the rooms, would constitute the entire expense. The benefits secured by the establishment of such a school would not be confined to the schools in which its graduates taught, for its influence would be communicated to other teachers, and would be gradually diffused throughout the system. It is earnestly hoped that the Council will consider favorably the application of the Board to be empowered to organize such a school. The cost of establishing and maintaining it will be amply justified by the increased efficiency of the schools secured by providing this method of selecting as teachers only those who are well qualified in all respects for the work of instruction. A plan that will secure better teachers ought to meet with the approval and hearty support of every one who is interested in the cause of popular education.

The excellence of the school system of Germany has been attained by the means provided for the thorough training and judicious selection of teachers, permanent tenure of office, a system of pensions provided for superannuated teachers, and by the faithful execution of wholesome rules relating to the attendance and conduct of pupils. It is there required that every teacher, even those of the lowest grades, must have had three, and in some provinces four years of professional normal training, and at least one year, and in some places two years, of practice or trial.

Improvement of the Teachers.

In former years the rules of the Board provided for the maintenance of a school conducted on Saturdays, which all newly appointed teachers were required to attend for at least thirty-two sessions. It is the opinion of the teachers that this school was of great service to the system in fitting newly appointed teachers for the proper discharge of their duties. For the benefit of those entering the service the Saturday Normal Class, as this school was designated, should be re-established on an improved basis, and persons entering the schools should be required to attend this class for at least thirty-two sessions. The class should meet weekly for three hours on Saturdays, under the management of a competent corps of instructors. The course of study should embrace a study of the principles and practice of teaching, with the view of acquainting the students with the principles upon which sound teach-

ing is based, and of securing a proper understanding of the results it should be the aim to attain by the instruction given in the primary and the grammar grades. For the improvement of those who have been in the service of the Board a longer period of time, meetings by grades should be held at least once a month, under the same general conditions. The grade meetings of the grammar school teachers have been continued during the year with decided benefit to the schools. At these meetings the course of study of the grade is considered, the end to be secured in the teaching of each subject is shown, and the best methods, and the principles upon which they are based, to be employed in attaining satisfactory results, are discussed and explained. The teachers' library has been an important aid to the teachers in pursuing this work, not only in furnishing books upon subjects of general interest and benefit to teachers, but the publications upon educational topics, several copies of the best of which may be found in the library, have been especially valuable to those who were desirous of examining and studying the authorities upon the various matters brought to their attention at these meetings. During the year classes for teachers were conducted under the auspices of the Teachers' Association for instruction in botany, Latin, physical culture, and literature, and an interesting and instructive course of lectures upon educational and kindred topics was provided by the association, also, which were largely attended by the teachers. Many of the teachers have most

willingly availed themselves of these agencies, and they have awakened greater interest in the work, and have helped to increase the efficiency and usefulness of the teaching force of the schools. The teachers generally are daily becoming more capable of making the studies pursued in the schools the means rather than the end of education, and of teaching all the studies primarily with the view of securing valuable traits of character and the cultivation of intellectual habits. Knowledge is a useful possession only when its possessor is capable of using it. Improvement in the schools must be secured by giving capability the first place, and by making the acquisition of knowledge a matter of secondary importance. I regret to say that some of the teachers do not avail themselves as they should of the means provided for their improvement—some of them, not only do not make a study of education generally, but it is difficult, and in some cases I fear impossible, to get them to make the necessary daily preparation for the exercises of their class-room, so that in some instances if the position of the teacher and pupil were reversed, the pupil would continue the recitation, book in hand, in about the same manner the teacher carries on the instruction. The energies of a few of the teachers are expended to so great an extent upon work unconnected with their schools—this is especially the case with some of the male teachers—that they are unable to devote to their school duties that amount of attention and thought which is indispensably necessary to successful work in

the class-room. Teachers who always leave school promptly at the closing hour, and give their work no thought or study until the opening of school on the following morning, cannot discharge their duties efficiently, they are not even prepared to conduct the recitations of their classes properly, however well they may understand the branches they are required to teach. The time they owe the schools should not be devoted to other duties. If their salaries are insufficient to maintain them they should be given increased compensation, so that they may be able to devote themselves exclusively to the occupation of teaching.

The Certification and Promotion of Teachers.

Your attention is again called to this important subject. According to the rules, as they stand now, regulating the eligibility and promotion of teachers, all the teachers in the schools who have served for ten years are declared to be eligible, if selected for promotion, to any position in a primary or a grammar school; those who pass the semi annual examinations of applicants for certificates to teach, are declared eligible for ten years to any position in a primary or a grammar school; and the graduates of the College, the High Schools, and the State Normal School, who obtain a fixed average, are made eligible for ten years to any position in a primary or a grammar school. It is easy to see how the operation of these rules make many persons eligible to the most responsible positions in the schools, for

which they may be totally unfitted, either from a lack of experience in teaching or of a competent knowledge of the branches they would be called upon to teach, and at times on both of these accounts. By their operation persons may be selected to teach branches which they have given the Board no evidence that they understand themselves. What guarantee has the Board that teachers examined upon the merest elements of arithmetic, grammar and geography, as most of the teachers were at the time they entered the schools, are scholastically qualified to teach history, algebra, elementary science and geometry, which are required by the course of study to be taught in the upper grammar grades? Under the old rules of the Board, applicants for certificates to teach were certificated according to the degree of the difficulty of the examination they passed, as : second assistant of a grammar or a primary school, principal of a primary or a colored school, first assistant of a female grammar school, first assistant of a male grammar school, principal of a female grammar school, and as principal of a male grammar school. Under the operation of these requirements many teachers came forward voluntarily to give evidence to the Board that they were qualified scholastically to be promoted, and many of these secured higher positions and are at this time numbered among the best teachers in the schools.* It is recommended, in this connection, that after securing the lowest place in the primary or grammar schools by one of the means now in vogue, that is to say, by examination, or graduation with the requisite average, that further claims to eligibility, and

promotion to higher positions, be based on passing suitable examinations arranged for each position. I am quite sure that such a method of fixing the degree of eligibility of teachers would not only stimulate the teaching force generally to study, secure better promoted teachers, and greatly improve the school system, but also, that its adoption would be highly gratifying to a large number of our best and most experienced teachers, who would thus be enabled to see that there is an equal chance for all, and that eligibility for promotion is based, as it should be, both in the interests of the teachers and the schools, on merit alone. In case these recommendations were adopted, promotions would almost regulate themselves, as little mistake could be made in selecting for promotion any one from the list of those who had shown the Board, by successful experience in the schools and by passing the requisite examination, that she possessed the necessary qualifications to fill the position. The stimulus to study this system would give the teaching force is acknowledged to be a necessary and most important means of keeping up its tone and efficiency. No officer in the army or navy, or employé in the civil service, can be promoted from a lower to a higher position without showing by an examination that he has by study and attention to duty made himself competent to be promoted to the next higher grade. There is coming more and more into vogue also, another way of getting names on the list of eligibles, that is, by suspending the rules of the Board and declaring by vote that a certain person's name is placed upon the list of

eligibles. Fairness to other applicants, and the highest interests of the school system and of the community, demand that all applicants shall become eligible for entrance into the schools and for promotion, in accordance with certain discriminative requirements, tested by suitable examinations, and that in securing a place upon the list of eligibles, fairness, to say the least, demands that what is required of one person shall be required of all, and what is granted to one shall be granted to all. The rules passed in April, 1887, making those eligible, who graduated from the College, High Schools and State Normal School with the requisite average, and those who passed the semi-annual examination, eligible for ten years, were regarded as a step in advance, and as increasing the requirements of persons declared eligible to teach, but the amendments to the rules, made since that time, making all teachers who have been in the schools ten years, if selected for promotion, eligible to any position in a primary or grammar school, making persons who have left the service honorably, eligible at any time, to the position of second assistant in a primary or grammar school, and the frequent suspension of the rules to allow the names of applicants to be placed upon the list of eligibles without complying with the rules relating to the eligibility of candidates, neutralize in a great measure their good effect, and in fact make the standard of eligibility lower than it was before the adoption of the rules in 1887.

Course of Study in the High Schools.

During the year the Board ordered that the course of study for girls in the female grammar schools shall be the same as that for boys in the male grammar schools, and it is hoped that the committee, to whom the consideration of the matter was referred by the Board, will recommend that the curriculum of the high schools be placed on an equality with that of the college. Why there should be any difference between the requirements for males and females in the courses of study of the college and high schools, it is impossible to suggest any reason. The existing arrangement is an inheritance handed down to us by our predecessors, but the reason for its existence, so far as I am aware, is acknowledged in no other community. Up to the time the boys and girls enter these schools their training is, or will be, in a short time, the same, but after entering the high schools and the college, the boys are provided with many more facilities for instruction and a much more comprehensive course of study. A comparison of the course of study pursued in the female high schools, in which many of the teachers of our schools are educated, with the course provided for the young men in the college, makes it at once apparent that the young ladies do not have advantages equivalent to those furnished the young men. In addition to what is taught in the high schools, the students attending the college have instruction in Latin and Greek, a much more advanced course in mathematics, and greater facilities for experimenting in chemistry and physics.

In view of the fact that a large majority of the teachers employed in the schools are selected from the graduates of the high schools, it is manifestly in the interests of the school system to give the young ladies attending the high schools every facility necessary for their improvement. Our high schools would turn out much stronger teachers, both as to training and information, were the course of study pursued in them as liberal as that of the college. While it is by no means the sole purpose of the high schools to prepare its students to enter college, yet this is surely one of the important uses it would be to the community were its curriculum placed on an equal footing with that of the college. Many of the students of the college have no difficulty in meeting the requirements for entering the Johns Hopkins University, while the graduates of the high schools, though well prepared so far as the course in these schools extends, can be matriculated only upon conditions at the Women's College. They are thus handicapped at the beginning in the prosecution of their work in the college by having to make up some of the requirements for entrance. By making some of the studies referred to elective, they could be advantageously introduced into the high school course without increasing the demands upon the efforts of the pupils, or without adding materially to the cost of instruction. Considering the importance, both to themselves and the school system, of educating these young ladies in the most thorough manner, it is wise foresight, in as much as many of the graduates become teachers, to afford them the best and most ample op-

portunities for improvement. And in consideration of the action on the part of the city in providing such liberal opportunities for education, the Board should demand high qualifications of those who are selected to teach in the schools. Those imperfectly educated have no right to expect employment as teachers, when they neglected or were unable to avail themselves of the opportunities the schools offered for fitting them to teach. It is too frequently the case, in the selection of teachers, that the best graduates of the schools are overlooked for those who have more influential friends, but who possess inferior educational qualifications. In the interest of the children taught in the schools, and in that of the community, whose advancement and happiness in so large a measure depend upon the success of public education, persons selected to teach the people's children should be the best on the list of eligible applicants, and ward limits or other considerations should have nothing to do with their selection. All persons would then have an equal chance to secure appointment, and no one could reasonably complain when selection was based on merit alone.

Kindergarten and Evening Schools.

Many children are compelled to leave school by the time they are old enough, in the estimation of their parents, to earn wages, and consequently quite a large number of them must receive all their schooling in the primary schools, before they are ten years of age. In order to afford some of the children of this class, living

in the slums and the most neglected portions of the city, better opportunities for improvement, it is very desirable to organize schools in these sections for the instruction of children between four and six years of age. Such schools would lengthen the school life of these children at least two years, and at the same time they would rescue many of them, during the most impressionable period of their lives, from the evil influences of homes in which idleness, vice and crime are the daily examples set for their imitation. If the young children of vicious parents could be taken from their homes and thrown in contact for five or six hours a day with the humanizing influences of a good school, in charge of properly qualified teachers especially adapted to the performance of such work, many of them would doubtless be rescued from leading such lives as they see those around them living daily, and instead of growing up in ignorance and vice to increase the number of the idle and lawless class, they would become respectable and useful citizens. Such schools must form an important feature of any successful plan the city may be compelled to adopt eventually, in the protection of its own civilization, for cleaning out the worst sections of the city, and eliminating from our midst the most vicious portions of the population. At this time there are in Baltimore, connected generally with religious organizations, twenty-eight kindergartens, with an enrollment of eight hundred and forty-four pupils, and as a matter of interest the following extract from a report furnished by a lady connected with one of these schools is given:

“In 1888 there were three free kindergartens in Baltimore ; now there are thirteen, with a larger number of pupils than formerly. In October, 1888, the Baltimore Kindergarten Association was organized with a membership of seven kindergartners ; now it numbers fifty-four members, almost exclusively kindergartners. Hitherto the work has been carried on through Boards, who are members of churches, to aid their mission work, or through charitable associations, or in connection with private schools. Before this goes to press the Kindergarten Association of Baltimore will have been organized on a monetary basis, so that we may confidently look forward to important extensions in our work, and to a more general interest in its educational value.”

While these kindergartens are accomplishing a most useful and necessary work, there yet remains much to be done, and it is recommended that schools for children between the ages of four and six be established for the purpose alluded to in such portions of the city as it may be deemed necessary. In the absence of a law compelling parents to send their children to school, in order to put the school system in a condition to do everything possible towards educating all the children in the community, it is necessary to organize good evening schools, kept during eight months of the year as a regular feature of the school system, for the instruction of children who are so circumstanced that they are unable to attend school

during the day, and to establish kindergartens for the benefit of the young and neglected children living in certain sections of the city.

Columbus Day.

Columbus Day, Friday, October 21st, 1892, the four hundredth anniversary of the discovery of America by Columbus, was celebrated in all the schools of the city by raising and saluting the flag and by other exercises appropriate to the occasion. In the month of June the following circular was sent to the principals and teachers:

“You are hereby notified that on Friday, October 21st, 1892, it is proposed to celebrate, throughout the public schools of the country, the four hundredth anniversary of the discovery of America by Columbus, and to this end the Board of School Commissioners of Baltimore directs that arrangements be made by the principals and teachers of the schools to commemorate the occasion in a fitting manner. Proper means should be taken, between this time and October 21st, to instruct the pupils in the historical and geographical facts connected with the life and times of Columbus, his trials and persistent efforts to secure the means necessary to enable him to proceed on his voyage, the successful achievement of the undertaking, and the effect his discovery has had upon the history and civilization of the world. After this has been done, the pupils should be gotten to write exercises upon the

subject, and to prepare for recitation, or reading, pertinent selections taken from the best authors who have written upon the life and times of Columbus. A proper understanding of the history of the event, its surrounding circumstances, its effects upon the history of the world, and of the gradual development of our country and its free institutions, especially the American public school system, may be made helpful to the schools from a patriotic and educational standpoint, and will be most serviceable also in arousing the interest of teachers, pupils, parents, and the general public in the World's Columbian Exposition, to be held at Chicago in 1893, in which the whole country is interested, and the success of which from motives of patriotism as well as from those of self-interest every American should be most desirous to promote. The object of this circular is to call the attention of teachers and pupils to the matter, in order that ample time may be afforded to enable all to arrange and perfect their plans, so that a fitting and successful celebration in October may be ensured. In addition to the celebration in the school houses the citizens of Baltimore will celebrate October 21st with a public demonstration, and it is hoped that the public school and the system of enlightenment for which it stands will be prominently put before the public on the occasion. The following extracts are taken from the 'Message to the Public Schools of America' sent out by the Executive Committee appointed by the Superintendents of Education: The four hundredth Anniversary of the Discovery of Amer-

ica will be the most important of the Centennial observances through which we have passed. It will be marked in Chicago by the dedication of the Columbian Exposition grounds, and should be celebrated everywhere in America by fitting exercises. The striking fitness of such a public school demonstration will appeal to every patriotic teacher. It will give worthy prominence to the common school as the fruit of four centuries of American life. It will bring before the eyes of our nation and the world, on a scale of proper magnitude, what North American civilization owes to free education. It will also be a valuable lesson in intelligent patriotism to over thirteen millions of pupils in the public schools. Let not one public school in the United states allow itself to be left out in this most memorable celebration."

Your attention is invited to the report of the Assistant Superintendent, herewith submitted, which gives an account of the condition and wants of the primary schools, and also to the reports of the Principals of Baltimore City College, the Eastern Female High School, the Western Female High School, and the Manual Training School, for information in regard to those schools.

It affords me pleasure to say that the teachers have been faithful in the discharge of their duties, and that my thanks are especially due them for the hearty co-operation they have given me in my efforts to improve the schools.

I desire to express my thanks to you, gentlemen, and to the officers of the Board, for kindness and courtesy extended on all occasions.

Respectfully submitted,

HENRY A. WISE,

Superintendent.

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE A.

Statement showing the number of male and female teachers, and the number of pupils on roll, December, 1892; the average number of pupils on roll during the year; the average attendance for the year; the percentage of attendance for the year, and the number in school during the year.

SCHOOLS.	Teachers			Number of Pupils.				
	Males.	Females.	On roll December, 1892.	Average roll for the year.	Average attendance for the year.	Percentage of attendance.	Whole number in school during the year.	In school during the year, excluding duplicate enrollments.
Baltimore City College.	15	....	463	425	398	93	699	473
E. F. High School.....	1	11	427	376	347	92	524	364
W. F. High School.....	1	12	477	482	445	92	717	520
Totals.....	17	23	1,367	1,283	1,190	92	1,940	1,357
Manual Training School	15	....	385	361	343	95	653	653
Man'l Train. Sch'l (Col.)	5	....	93	97	80	83	105	105
Totals.....	20	....	478	458	423	89	758	758
Male Grammar No. 1..	2	5	291	285	261	92	429	325
" " " 2..	2	8	412	392	365	93	561	424
" " " 3..	2	3	111	116	102	88	179	130
" " " 4..	2	4	224	221	205	93	327	253
" " " 5..	1	5	214	215	187	87	320	266
" " " 6..	2	9	429	431	379	88	618	497
" " " 7..	2	5	266	248	227	92	369	275
" " " 8..	2	7	370	361	313	87	551	427
" G. & P " 9..	1	4	141	141	114	81	210	205
" Grammar " 10..	2	6	299	277	253	91	404	286
" " " 11..	2	5	256	238	214	90	360	257
" " " 12..	2	6	323	295	272	92	431	310
" " " 13..	1	4	156	157	142	90	216	164
" " " 15..	2	11	464	476	423	89	684	549
" " " 16..	1	7	333	316	267	84	424	414
" " " 17..	2	5	230	227	204	90	329	268
" " " 18..	2	3	117	124	107	86	187	163
" " " 19..	1	8	387	325	292	90	493	363
" " " 20..	2	9	406	396	354	90	567	433
" " " 21..	2	9	483	421	380	90	633	457
Totals.....	35	123	5,912	5,662	5,061	89	8,292	6,466

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE A—Continued.

SCHOOLS.	Teachers		Number of Pupils.					
	Males.	Females.	On roll December, 1892.	Average roll for the year.	Average attendance for the year.	Percentage of attendance.	Whole number in school during the year.	In school during the year, excluding du- plicate enrollments.
Female Grammar No. 1.	10	10	365	370	313	85	533	426
" " " 2.	10	10	401	378	318	85	576	416
" " " 3.	5	5	154	142	114	80	227	161
" " " 4.	6	6	233	226	202	89	327	255
" " " 5.	7	7	279	276	228	82	370	287
" " " 6.	12	12	511	495	434	88	682	551
" " " 7.	8	8	298	284	255	90	428	310
" " " 8.	11	11	406	407	341	84	579	463
" G. & P " 9.	5	5	141	144	113	78	202	194
" Grammar " 10.	9	9	345	340	302	88	489	377
" " " 11.	9	9	337	302	263	87	445	315
" " " 12.	7	7	250	251	215	86	383	293
" " " 13.	6	6	223	222	195	88	323	253
" " " 15.	16	16	683	640	570	89	905	709
" " " 16.	8	8	355	317	259	82	436	423
" " " 17.	7	7	255	248	222	90	378	288
" " " 18.	5	5	159	152	132	87	213	169
" " " 19.	9	9	398	329	278	85	499	363
" " " 20.	13	13	507	503	414	82	679	502
" " " 21.	14	14	617	588	503	86	842	647
Totals.....	177	177	6,917	6,614	5,671	85	9,516	7,402
English-German No. 1.	3	12	577	564	481	85	776	721
" " " 2.	2	26	1,061	1,047	945	90	1,389	1,344
" " " 3.	4	30	1,512	1,432	1,296	90	1,933	1,875
" " " 4.	3	29	1,322	1,284	1,135	88	1,660	1,600
" " " 5.	3	20	967	885	785	89	1,194	1,110
Totals.....	15	117	5,439	5,212	4,642	88	6,952	6,650

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE A—Continued.

SCHOOLS.	Teachers		Number of Pupils.					
	Males.	Females.	On roll December, 1892.	Average roll for the year.	Average attendance for the year.	Percentage of attend- ance.	Whole number in school during the year.	In school during the year, excluding du- plicate enrollments.
Male Primary No. 1....	9	337	329	282	86	512	470	
“ “ “ 2....	5	210	185	160	86	318	313	
“ “ “ 3....	8	323	302	244	81	478	458	
“ “ “ 4....	6	237	233	208	89	364	352	
“ “ “ 5....	11	440	422	352	84	610	577	
“ “ “ 6....	10	430	428	378	89	600	484	
“ “ “ 7....	6	212	212	170	80	302	291	
“ “ “ 8....	5	194	198	149	73	302	291	
“ “ “ 10....	6	245	237	191	81	356	334	
“ “ “ 11....	13	569	548	453	83	812	744	
“ “ “ 12....	9	381	374	306	82	529	506	
“ “ “ 13....	5	193	194	134	69	272	255	
“ “ “ 14....	8	327	344	271	80	489	466	
“ “ “ 15....	10	392	401	327	81	555	526	
“ “ “ 16....	7	251	257	207	80	368	355	
“ “ “ 17....	8	297	293	250	85	404	390	
“ “ “ 18....	6	212	228	199	87	327	307	
“ “ “ 19....	3	138	135	115	85	158	28	
“ “ “ 20....	17	641	639	580	90	878	820	
“ “ “ 21....	8	360	359	292	81	520	486	
“ “ “ 22....	9	401	387	320	83	545	518	
“ “ “ 23....	9	386	356	323	91	498	465	
“ “ “ 24....	11	515	460	400	87	659	624	
“ “ “ 25....	6	263	233	196	84	341	322	
“ “ “ 26....	6	219	221	193	87	329	310	
“ “ “ 27....	8	399	369	314	85	510	484	
“ “ “ 28....	7	269	263	233	89	382	368	
“ “ “ 29....	4	151	148	125	85	219	215	
“ “ “ 30....	14	606	602	483	80	868	826	
“ “ “ 31....	6	239	228	178	79	341	300	
“ “ “ 32....	8	292	303	258	86	435	407	
“ “ “ 33....	11	424	375	338	90	530	516	
Totals.....	263	10,553	10,263	8,629	84	14,811	13,808	

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE A—Continued.

SCHOOLS.	Teachers		Number of Pupils.					
	Males.	Females.	On roll December, 1892.	Average roll for the year.	Average attendance for the year.	Percentage of attend- ance.	Whole number in school during the year.	In school during the year, excluding du- plicate enrollments.
Female Primary No. 1..	10	327	338	271	80	504	466	
“ “ “ 2..	6	253	214	184	86	359	351	
“ “ “ 3..	7	333	312	244	78	469	432	
“ “ “ 4..	6	236	232	187	81	332	318	
“ “ “ 5..	11	443	438	343	79	633	615	
“ “ “ 6..	10	419	429	359	84	584	567	
“ “ “ 7..	6	207	196	147	75	301	289	
“ “ “ 8..	5	233	244	185	76	351	344	
“ “ “ 10..	6	200	203	173	85	300	284	
“ “ “ 11..	11	490	490	382	78	726	684	
“ “ “ 12..	10	403	392	327	85	561	541	
“ “ “ 13..	5	203	195	151	78	290	275	
“ “ “ 14..	7	325	272	247	91	438	421	
“ “ “ 15..	10	367	385	306	80	576	549	
“ “ “ 16..	6	215	225	174	77	338	327	
“ “ “ 17..	8	310	295	237	80	423	412	
“ “ “ 18..	6	253	257	213	83	376	355	
“ “ “ 19..	3	120	145	124	86	309	268	
“ “ “ 20..	15	571	545	447	82	820	769	
“ “ “ 21..	7	298	298	239	80	451	428	
“ “ “ 22..	9	363	327	271	83	514	504	
“ “ “ 23..	9	393	362	305	84	512	485	
“ “ “ 24..	11	521	463	390	85	648	612	
“ “ “ 25..	6	248	233	195	84	345	333	
“ “ “ 26..	6	239	242	205	85	340	325	
“ “ “ 27..	9	413	373	328	88	574	540	
“ “ “ 28..	7	295	262	226	86	375	347	
“ “ “ 29..	4	138	140	115	83	217	211	
“ “ “ 30..	12	525	518	401	77	778	739	
“ “ “ 31..	6	217	205	162	79	305	289	
“ “ “ 32..	7	292	291	239	82	434	405	
“ “ “ 33..	8	361	328	277	84	468	455	
Totals.....	249	10,211	9,849	8,054	81	14,651	13,930	

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE A—Continued.

SCHOOLS.	Teachers		Number of Pupils.					
	Males.	Females.	On roll December, 1892.	Average roll for the year.	Average attendance for the year.	Percentage of attendance.	Whole number in school during the year.	In school during the year, excluding du- plicate enrollments.
High & Gram. Col. No. 1.	2	12	499	475	415	88	742	552
Grammar Colored " 2.	2	3	186	154	125	82	256	168
" " " 3.	1	5	245	217	179	83	395	253
Male Colored No. 1....	1	5	244	223	161	72	357	350
" " " 2....	1	6	278	269	192	72	370	363
" " " 3....	2	7	389	361	313	87	483	477
" " " 4....	2	8	429	392	319	82	555	547
" " " 5....	1	3	127	221	175	79	379	375
" " " 6....	2	4	257	238	183	77	359	358
" " " 7....	2	9	328	355	280	79	552	548
" " " 8....	1	7	314	287	232	81	423	415
" " " 9....	8	3	548	452	355	79	711	701
Female " " 1....	....	8	353	329	250	75	531	524
" " " 2....	....	7	274	274	197	72	369	361
" " " 3....	....	9	389	365	284	77	511	509
" " " 4....	....	10	437	415	304	73	561	545
" " " 5....	....	4	167	169	123	73	175	8
" " " 6....	....	6	272	242	185	77	362	357
" " " 7....	....	17	702	684	505	74	976	959
" " " 8....	....	9	343	320	248	78	470	463
" " " 9....	....	11	502	432	342	79	682	663
Totals.....	25	153	7,283	6,874	5,367	79	10,219	9,496

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE A—Continued.

SCHOOLS.	Teachers		Number of Pupils.					
	Males.	Females.	On roll December, 1892.	Average roll for the year.	Average attendance for the year.	Percentage of attendance.	Whole number in school during the year.	In school during the year, excluding du- plicate enrollments.
Annex No. 1.....		6	244	245	190	77	357	340
" " 2.....	1	16	736	702	580	83	981	958
" " 3, Male....	1	3	129	288	235	82	461	361
" " 3, Female....		5	179	179	151	84	180	1
" " 4.....		9	400	365	282	78	582	556
" " 5.....		7	297	296	245	83	419	408
" " 6.....	1	5	240	210	177	85	337	233
" " 7.....	1	8	384	365	290	86	520	487
" " 8.....	1	9	464	417	319	76	604	555
" " 9.....	1	5	272	257	189	74	329	303
" " 10.....	1	2	117	190	152	80	308	286
" " 11.....	1	8	371	335	283	85	424	407
" " 12.....	4	13	679	645	575	89	830	808
" " 13.....		20	751	683	497	74	1,001	963
" " 14.....		2	54	50	38	76	84	83
" " 34, Male....		6	249	219	182	85	353	317
" " 34, Female....		5	224	204	169	85	329	303
" " 35.....		4	150	148	101	61	155	4
" " 1, Colored....		3	99	110	70	63	166	166
" " 3, ".....		2	79	47	29	62	90	87
" " 10, ".....	1	1	128	111	78	70	141	117
Totals.....	13	139	6,246	6,066	4,832	79	8,651	7,743

REPORT OF THE

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.
TABLE A--CONTINUED.

SCHOOLS.	Number of Teachers.				Number of Pupils.					
	Males, December, 1892.	Females, December, 1892.	Totals, December, 1892.	Average for the year.	On roll, December, 1892.	Average roll for the year.	Average attendance for the year.	Percentage of attendance.	Whole number in school during the year.	In school during year, excluding duplicate enrollments.
Night School No. 1.....	1	2	3	.....	70	70	48	69	.....	.....
" " 3.....	2	1	3	.....	131	131	97	75	.....	.....
" " 6.....	2	2	4	.....	131	109	85	78	.....	.....
" " 8.....	2	1	3	.....	114	94	70	74	.....	.....
" " 11.....	2	3	5	.....	210	206	129	62	.....	.....
" " 17.....	5	2	7	.....	290	277	192	69	.....	.....
" " 24.....	.....	5	5	.....	164	160	112	70	.....	.....
" " 1, Colored.....	3	.....	3	.....	303	203	109	50	.....	.....
Totals of Night Schools.....	17	21	38	.....	1,413	1,250	842	68	.....	.....

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.
TABLE A—CONCLUDED—RECAPITULATION.

SCHOOL COMMISSIONERS.

91

SCHOOLS.	Number of Schools.	Number of Teachers.				Number of Pupils.							
		Males, December, 1892.	Females, Decem-ber, 1892.	Totals, December, 1892.	Average for the year.	On roll, Decem-ber, 1892.	Average roll for the year.	Average attend-ance for the year.	Percentage of at-tendance.	Whole number in school during the year.	In school during year, excluding duplicate en-rollments.		
Baltimore City College.....	1	15	.....	15	15	463	425	398	94	699	473		
Eastern Female High School....	1	1	11	12	11	427	376	347	93	524	364		
Western Female High School....	1	1	12	13	12	477	482	445	93	717	520		
Manual Training School.....	1	15	.....	15	15	385	361	343	95	653	653		
“ “ Colored.	1	5	.....	5	5	98	97	80	83	105	105		
Male Grammar Schools.....	20	35	123	158	154	5,912	5,662	5,061	90	8,292	6,466		
Female Grammar Schools.....	20	.....	177	177	173	6,917	6,614	5,671	86	9,516	7,402		
English-German Schools.....	5	15	117	132	128	5,439	5,212	4,642	88	6,952	6,650		
Male Primary Schools.....	32	.....	263	263	252	10,553	10,263	8,629	85	14,811	13,808		
Female Primary Schools.....	32	.....	249	249	240	10,211	9,849	8,054	82	14,651	13,930		
Colored Schools.....	21	25	143	178	171	7,283	6,874	5,367	79	10,219	9,496		
Annex Schools.....	21	13	139	152	140	6,246	6,066	4,832	80	8,651	7,743		
Special Teachers { Music..... Drawing..... Sewing.....	156	125	1,234	1,369	.....	.....	.....	.....	.....	.....	.....		
	.....	2	.....	2	2	.....	.....	.....	.....	.....	.....		
	.....	.....	10	10	10	.....	.....	.....	.....	.....	.....		
Totals.....	156	127	1,255	1,392	1,332	54,406	52,281	43,869	84	75,790	67,610		
Night Schools.....	.....	17	21	38	.....	1,413	1,250	842	68	.....	.....		

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE B.

DIFFERENT GRADES OF SCHOOLS COMPARED.

Number of pupils in B. C. C. and High Schools, 1892.....	1,367	
“ “ “ “ 1891.....	1,323	
Increase		44
Number of pupils in Manual Training Schools, 1892.....	478	
“ “ “ “ “ 1891.....	370	
Increase.....		108
Number of pupils in Grammar Schools, 1892.....	12,829	
“ “ “ “ 1891.....	12,558	
Increase		271
Number of pupils in English-German Schools, 1892.....	5,439	
“ “ “ “ “ 1891.....	5,286	
Increase		153
Number of pupils in Primary Schools, 1892.....	20,764	
“ “ “ “ 1891.....	20,204	
Increase		560
Number of pupils in Colored Schools, 1892.....	7,283	
“ “ “ “ 1891.....	7,079	
Increase		204
Number of pupils in Annex Schools, 1892.....	6,246	
“ “ “ “ 1891.....	5,723	
Increase		523
Total increase.....		1,863

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE C.

Showing the Number of Pupils and Teachers in the Public Schools on roll at the time of making the report each year, from the year 1829, when the first Public School was opened, to the year 1892, inclusive.

This Statement does not include Evening Schools, Normal Classes, nor Floating Schools.

The figures for 1888, and subsequently, include the Annex Schools.

Date.	Teachers.	Pupils.	Date.	Teachers.	Pupils.
1829.....	3.....	269	1861.....	295.....	13,424
1830.....	5.....	402	1862.....	311.....	13,888
1831.....	5.....	627	1863.....	333.....	14,847
1832.....	5.....	640	1864.....	343.....	15,319
1833.....	5.....	544	1865.....	366.....	15,957
1834.....	8.....	859	1866.....	402.....	17,550
1835.....	8.....	747	1867.....	490.....	22,073
1836.....	8.....	814	1868.....	537.....	21,903
1837.....	8.....	659	1869.....	540.....	23,552
1838.....	8.....	675	1870.....	549.....	23,898
1839.....	16.....	1,126	1871.....	559.....	24,479
1840.....	22.....	1,834	1872.....	581.....	25,092
1841.....	27.....	2,331	1873.....	588.....	26,663
1842.....	28.....	2,464	1874.....	626.....	27,634
1843.....	30.....	2,669	1875.....	672.....	29,942
1844.....	38.....	3,366	1876.....	717.....	31,071
1845.....	52.....	4,313	1877.....	734.....	32,523
1846.....	65.....	5,087	1878.....	784.....	34,002
1847.....	90.....	6,439	1879.....	798.....	35,595
1848.....	100.....	6,696	1880.....	799.....	35,297
1849.....	110.....	6,763	1881.....	824.....	35,630
1850.....	119.....	7,093	1882.....	826.....	35,639
1851.....	138.....	8,011	1883.....	855.....	37,546
1852.....	175.....	9,081	1884.....	893.....	38,618
1853.....	186.....	9,447	1885.....	930.....	39,828
1854.....	207.....	9,717	1886.....	972.....	39,779
1855.....	217.....	10,588	1887.....	994.....	41,199
1856.....	238.....	11,441	1888.....	1119.....	46,521
1857.....	245.....	11,269	1889.....	1187.....	48,850
1858.....	256.....	11,587	1890.....	1244.....	50,899
1859.....	267.....	11,750	1891.....	1301.....	52,543
1860.....	284.....	13,186	1892.....	1382.....	54,406

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.
TABLE D.

SCHOOLS.	NUMBER OF PUPILS BETWEEN THE AGES OF																Totals	
	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21		
Balto. City College.....										7	69	127	130	85	33	10	2	463
East. Fem. High School.....										8	49	92	112	92	57	14	3	427
West. Fem. High School.....										1	58	119	130	106	48	11	4	477
Totals.....										16	176	338	372	283	138	35	9	1367
Manual Training School.....						1	15	44	108	98	63	36	11	2	7	.....	.....	385
Manual Training, Col'd.....						.....	.....	5	12	25	22	15	5	5	4	.....	.....	93
Totals.....						1	15	49	120	123	85	51	16	7	11	.....	.....	478
Male Gram. No. 1.....				1	7	36	52	50	68	49	23	4	1	.....	.....	.....	.....	291
" " 2.....				2	12	55	80	110	84	45	20	4	.....	.....	.....	.....	.....	412
" " 3.....				.....	4	11	26	29	24	10	5	2	.....	.....	.....	.....	.....	111
" " 4.....				.....	12	37	41	48	34	36	9	7	.....	.....	.....	.....	.....	224
" " 5.....				.....	1	29	48	42	60	31	3	.....	.....	.....	.....	.....	.....	214
" " 6.....				2	17	46	82	89	83	74	26	8	1	1	.....	.....	.....	429
" " 7.....				1	11	30	57	64	57	32	12	2	.....	.....	.....	.....	.....	266
" " 8.....				.....	11	40	76	91	72	54	22	3	1	.....	.....	.....	.....	370
" " 9.....		9	10	16	18	21	18	9	16	14	5	4	1	.....	.....	.....	.....	141
" " 10.....		.....	.....	.....	16	26	58	74	60	38	24	3	.....	.....	.....	.....	.....	299
" " 11.....		.....	.....	6	21	45	51	44	45	29	14	1	.....	.....	.....	.....	.....	256
" " 12.....		.....	.....	.....	8	56	60	95	55	42	6	1	.....	.....	.....	.....	.....	323
" " 13.....		.....	.....	2	6	20	28	35	28	23	12	1	1	.....	.....	.....	.....	156
" " 14.....		.....	.....	2	12	47	94	106	96	72	27	7	1	.....	.....	.....	.....	464
" " 15.....	5	35	35	47	46	56	38	28	29	12	2	.....	.....	.....	.....	.....	.....	333
" " 16.....	.....	.....	.....	1	5	29	49	62	46	26	9	3	.....	.....	.....	.....	.....	230
" " 17.....	.....	.....	.....	.....	6	14	18	25	22	23	7	2	.....	.....	.....	.....	.....	117
" " 18.....	.....	.....	.....	.....	11	43	83	70	67	75	29	7	.....	.....	.....	.....	.....	387
" " 19.....	.....	.....	.....	2	15	44	78	102	80	49	31	5	2	.....	.....	.....	.....	406
" " 20.....	.....	.....	.....	.....	13	68	88	93	100	80	32	6	3	.....	.....	.....	.....	483
" " 21.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	5	44	45	82	252	753	1,125	1,266	1,126	814	318	70	11	1	.....	.....	.....	5,912

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.
TABLE D—Continued.

SCHOOLS.		NUMBER OF PUPILS BETWEEN THE AGES OF																Totals
		5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	
Fem. Gram. No.	1.....				1	10	28	71	73	70	57	32	23					365
" " " 2.....						23	59	91	96	68	49	14		1				401
" " " 3.....						14	22	28	45	26	15	4						154
" " " 4.....						7	35	47	53	42	32	8	9					233
" " " 5.....						10	29	64	63	69	25	12	7					279
" " " 6.....						11	49	71	103	101	99	58	19					511
" " " 7.....						23	48	58	63	53	32	15	7					298
" " " 8.....					1	19	60	76	91	65	60	24	9	1				406
G. & P. " 9.....		22	13	16	18	17	15	13	13	10	2	2						141
Gram. " 10.....						14	56	70	90	55	38	21	1					345
" " " 11.....					1	20	58	61	89	54	43	8	3					337
" " " 12.....					1	8	30	50	73	47	24	14	3					250
" " " 13.....						7	27	46	64	44	18	14	3					233
" " " 15.....					3	34	78	99	139	115	124	66	22	3				683
" " " 16.....		10	70		56	52	51	33	17	14	6	4						355
" " " 17.....						10	41	60	59	39	34	7	5					255
" " " 18.....						6	14	24	37	45	20	8	3	2				159
" " " 19.....					2	16	42	60	85	78	56	44	11	3	1			398
" " " 20.....						31	68	85	106	103	68	33	10	3				507
" " " 21.....					3	26	68	84	121	124	103	62	21	5				617
Totals.....		32	83	58	86	358	878	1,191	1,479	1,222	905	450	156	18	1			6,917
Eng.-Ger. No. 1.....			58	56	71	73	74	76	75	42	37	10	4		1			577
" " " 2.....		3	109	161	156	158	148	150	116	41	14	4	1					1,061
" " " 3.....		22	225	237	169	201	201	152	152	116	37	9	1					1,512
" " " 4.....		7	148	165	196	196	187	188	120	66	38	9	2					1,322
" " " 5.....		10	68	154	121	140	148	107	95	71	37	13	3					967
Totals.....		42	608	763	713	768	758	673	558	336	163	45	11		1			5,439

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.
TABLE D—Continued.

SCHOOLS.	NUMBER OF PUPILS BETWEEN THE AGES OF																Totals
	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	
Male Prim. No.	2	47	75	64	54	43	24	21	5	1	.....	.....	1	.....	.....	.....	337
"	5	28	31	39	45	31	19	11	1	.....	.....	.....	.....	.....	.....	.....	210
"	5	29	45	52	69	60	33	22	7	1	.....	.....	.....	.....	.....	.....	323
"	8	42	41	46	37	44	13	3	2	1	.....	.....	.....	.....	.....	.....	237
"	21	64	57	79	70	60	43	33	10	3	.....	.....	.....	.....	.....	.....	440
"	18	75	83	83	88	44	25	10	4	.....	.....	.....	.....	.....	.....	.....	430
"	14	29	41	37	38	30	11	11	1	.....	.....	.....	.....	.....	.....	.....	212
"	.....	40	27	32	30	37	13	11	3	1	.....	.....	.....	.....	.....	.....	194
"	12	41	45	36	32	37	19	11	9	2	1	.....	.....	.....	.....	.....	245
"	11	76	115	112	96	78	32	36	12	1	.....	.....	.....	.....	.....	.....	569
"	7	65	83	67	65	43	27	16	6	2	.....	.....	.....	.....	.....	.....	381
"	4	35	36	25	29	27	19	11	7	.....	.....	.....	.....	.....	.....	.....	193
"	8	35	60	78	72	46	16	7	3	2	.....	.....	.....	.....	.....	.....	327
"	6	38	77	102	79	42	28	12	5	3	.....	.....	.....	.....	.....	.....	392
"	.....	43	48	41	52	27	30	7	3	.....	.....	.....	.....	.....	.....	.....	251
"	4	58	47	45	61	35	28	15	8	.....	.....	.....	.....	.....	.....	.....	297
"	1	34	46	43	38	21	18	7	4	.....	.....	.....	.....	.....	.....	.....	212
"	4	21	26	25	24	15	11	10	1	1	.....	.....	.....	.....	.....	.....	138
"	19	99	87	135	107	98	49	25	12	10	.....	.....	.....	.....	.....	.....	641
"	4	52	39	66	70	48	46	23	11	1	.....	.....	.....	.....	.....	.....	360
"	8	47	71	64	80	59	40	19	9	4	.....	.....	.....	.....	.....	.....	401
"	6	63	77	85	76	25	30	14	10	.....	.....	.....	.....	.....	.....	.....	386
"	11	88	94	72	86	80	47	22	11	4	.....	.....	.....	.....	.....	.....	515
"	11	46	46	35	34	44	19	18	9	1	.....	.....	.....	.....	.....	.....	263
"	.....	35	42	38	44	31	19	8	1	1	.....	.....	.....	.....	.....	.....	219
"	13	73	88	72	57	53	21	17	4	1	.....	.....	.....	.....	.....	.....	389
"	8	45	46	42	52	28	27	14	5	2	.....	.....	.....	.....	.....	.....	269
"	10	27	21	30	25	14	21	3	.....	.....	.....	.....	.....	.....	.....	.....	151
"	2	72	117	112	115	78	68	25	13	4	.....	.....	.....	.....	.....	.....	606
"	.....	27	38	38	58	44	20	10	3	1	.....	.....	.....	.....	.....	.....	239
"	8	66	66	62	39	28	14	8	1	.....	.....	.....	.....	.....	.....	.....	292
"	18	64	71	67	78	45	47	18	12	4	.....	.....	.....	.....	.....	.....	424
Totals	248	1599	1886	1924	1870	1395	877	478	192	51	2	.....	1	.....	.....	.....	10,553

TABLE D—Continued.

SCHOOLS.		NUMBER OF PUPILS BETWEEN THE AGES OF																Totals
		5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	
Female Primary	No. 1.	2	41	60	76	53	49	23	19	3	1							327
"	" 2.	11	44	40	53	42	44	15	4									253
"	" 3.	4	68	54	71	50	39	27	16	2	2							333
"	" 4.	14	38	31	56	48	26	16	5	2								236
"	" 5.	21	78	71	90	90	50	24	15	3	1							443
"	" 6.	8	73	73	96	93	43	19	10	3	1							419
"	" 7.	2	40	60	44	24	25	7	3		2							207
"	" 8.	10	39	42	53	32	27	18	7	4	1							233
"	" 10.	2	25	39	41	36	36	11	6	4								200
"	" 11.	3	117	113	115	78	31	17	13	2		1						490
"	" 12.	5	58	85	81	77	46	39	10	2								403
"	" 13.	8	26	46	35	36	23	16	10	2	1							203
"	" 14.	1	31	67	71	72	48	24	6	4	1							325
"	" 15.	9	47	60	104	60	47	22	11	5	1							367
"	" 16.	2	31	46	47	34	27	22	4	2								215
"	" 17.	3	50	61	63	45	46	21	15	5	1							310
"	" 18.	5	41	41	60	49	31	19	5	1	1							253
"	" 19.	5	12	16	27	21	22	9	8									120
"	" 20.	9	69	119	122	106	64	42	25	13	2							571
"	" 21.	6	25	64	53	53	51	22	18	4	2							298
"	" 22.	1	26	73	80	66	53	36	21	7								363
"	" 23.	24	61	72	68	71	59	25	12	1								393
"	" 24.	1	147	171	72	53	28	26	15	7	1							521
"	" 25.	15	56	31	41	50	28	19	8									248
"	" 26.	5	40	46	62	38	21	22	4	1								239
"	" 27.	7	62	81	93	80	57	20	11	2								413
"	" 28.	4	50	44	61	70	31	21	8	6								295
"	" 29.	10	13	30	26	23	18	10	5	3								138
"	" 30.	74	105	107	104	43	23	11	4									525
"	" 31.	12	38	19	50	40	16	17	13	9	2	1						217
"	" 32.	6	38	71	67	51	33	11	12	1	2							292
"	" 33.	7	44	59	70	76	54	31	16	4								361
Totals.....		222	1602	1990	2155	1821	1227	694	358	113	26	3						10,211

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE D—Continued.

SCHOOLS.	NUMBER OF PUPILS BETWEEN THE AGES OF																Totals	
	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21		
H. and G. Col'd No. 1.....						2	7	17	57	84	116	95	55	30	19	9	8	499
Gram. " 2.....							5	23	26	58	45	24	5					186
" 3.....							2	10	38	54	73	45	17	5	1			245
Male Col'd " 1.....							36	35	15	31	28	9	3					244
" 2.....							34	30	27	25	8	6						278
" 3.....							37	38	43	33	23	7						389
" 4.....							62	56	50	35	10	11						429
" 5.....							18	8	22	12	4	3						127
" 6.....							41	22	29	22	12	4						257
" 7.....							45	42	45	36	19	21	7	2				328
" 8.....							32	25	22	19	3	3						314
" 9.....							66	74	65	61	29	15	1				1	548
Female " 1.....							57	42	50	40	30	21	5	1				353
" 2.....							39	37	28	21	13	3						274
" 3.....							47	54	47	18	7	3	1					389
" 4.....							76	46	47	39	17	10	4		1			437
" 5.....							26	17	20	8	10	0	1					167
" 6.....							31	31	31	23	8	1	1					272
" 7.....							76	101	94	44	42	15	4	1				702
" 8.....							55	30	36	15	16	4	2					343
" 9.....							64	50	74	40	28	8	4					502
Totals.....	62	446	777	906	870	885	791	857	701	543	294	105	37	21	9	9	9	7,283

TABLE ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE D—Continued.

SCHOOLS.		NUMBER OF PUPILS BETWEEN THE AGES OF																Totals
		5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	
Annex No.	1.....	5	20	33	41	28	37	30	24	20	4	2	.....	.....	.....	.....	.....	244
"	2.....	4	43	86	99	103	87	78	86	60	54	25	8	3	.....	.....	.....	736
"	3 Male.....	.....	.....	.....	.....	10	21	41	19	21	14	2	.....	1	.....	.....	.....	129
"	3 Female.....	.....	.....	.....	.....	2	9	31	32	39	30	24	7	4	.....	.....	.....	179
"	4 ".....	12	62	71	77	71	48	28	24	5	2	.....	.....	.....	.....	.....	.....	400
"	5 ".....	19	43	45	65	52	40	12	13	8	.....	.....	.....	.....	.....	.....	.....	297
"	6 ".....	.....	.....	.....	6	23	43	40	46	31	27	19	5	.....	.....	.....	.....	240
"	7 ".....	3	33	37	46	59	51	52	43	31	21	7	1	.....	.....	.....	.....	384
"	8 ".....	5	47	72	62	49	51	67	53	27	22	6	3	.....	.....	.....	.....	461
"	9 ".....	1	19	26	43	32	38	28	31	26	19	7	2	.....	.....	.....	.....	272
"	10 ".....	.....	.....	.....	.....	6	16	29	22	22	13	8	1	.....	.....	.....	.....	117
"	11 ".....	14	32	38	37	48	40	35	44	45	13	20	2	2	1	.....	.....	371
"	12 ".....	5	91	113	86	90	86	91	67	30	15	4	1	.....	.....	.....	.....	679
"	13 ".....	16	73	124	111	105	84	95	70	43	23	7	.....	.....	.....	.....	.....	751
"	14 ".....	2	4	4	5	4	11	4	6	5	3	3	3	.....	.....	.....	.....	54
"	34 Male.....	.....	33	46	37	46	42	20	18	7	.....	.....	.....	.....	.....	.....	.....	249
"	34 Female.....	4	28	40	42	52	35	12	8	3	.....	.....	.....	.....	.....	.....	.....	224
"	35.....	4	16	25	34	32	24	9	5	1	.....	.....	.....	.....	.....	.....	.....	150
"	1 Colored.....	7	17	10	16	12	14	9	9	3	1	1	.....	.....	.....	.....	.....	99
"	3 ".....	1	5	7	14	18	8	6	7	6	3	2	2	.....	.....	.....	.....	79
"	10 ".....	3	19	17	15	7	17	8	11	20	8	3	.....	.....	.....	.....	.....	128
Totals.....		105	585	794	837	849	802	725	638	453	272	140	35	10	1	.....	.....	6,246

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE D—Concluded.

RECAPITULATION.

SCHOOLS.	NUMBER OF PUPILS BETWEEN THE AGES OF																Totals	
	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13	14	14-15	15-16	16-17	17-18	18-19	19-20		20-21
College and High.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	176	338	372	283	138	35	9	1,367
Manual Training.....	.....	.....	.....	.....	.....	1	15	49	.....	120	123	85	51	16	7	11	.....	478
Male Grammar.....	5	44	45	82	252	753	1125	1266	1126	814	318	318	70	11	1	.....	.....	5,912
Female Grammar.....	32	83	58	86	358	878	1191	1479	1222	905	450	450	156	18	1	.....	.....	6,917
English-German.....	42	608	763	713	768	758	673	558	336	163	45	45	11	.....	1	.....	.....	5,439
Male Primary.....	248	1599	1886	1924	1870	1395	877	478	192	51	2	.....	.....	.....	1	.....	.....	10,553
Female Primary.....	222	1602	1990	2155	1821	1227	694	358	113	26	3	.....	.....	.....	.....	.....	.....	10,211
Colored.....	62	446	777	906	870	885	791	857	701	543	294	105	37	21	9	9	.....	7,283
Annex.....	105	585	794	837	849	802	725	638	453	272	140	35	10	1	.....	.....	.....	6,246
Totals.....	716	4967	6313	6703	6788	6699	6091	5683	4279	3073	1675	800	376	170	55	18	54,406	

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE E.

Statement Showing the Number of Pupils in each grade.

SCHOOLS.	Fifth year.		Fourth year.		Third year.		Second year.		First year.		Preparatory.		Totals.	
	Males.	Females	Males.	Females	Males.	Females	Males.	Females	Males.	Females	Males.	Females	Males.	Females
Baltimore City College.....	29	31	63	108	89	109	232	164	427	463	.....	.....	.....	.....
Eastern Female High School.....	.....	65	.....	89	.....	109	.....	164	.....	.....	.....	.....	.....	427
Western Female High School.....	.....	65	.....	69	.....	135	.....	208	.....	.....	.....	.....	.....	477
Manual Training School.....	.....	.....	18	44	.....	.....	85	.....	238	.....	.....	.....	.....	.....
Manual Training School, Col'd.....	.....	.....	.....	.....	.....	.....	93	.....	.....	.....	.....	.....	.....	.....
*High and Grammar Col'd No. 1....	.....	7	4	7	10	17	9	19	.....	.....	.....	.....	.....	53
Totals.....	29	31	85	159	168	261	419	391	238	961	957	.....	.....	.....

*See also under "Mixed Schools."

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE E—Continued.

GRAMMAR SCHOOLS.		Eighth Grade.	Seventh Grade.	Sixth Grade.	Fifth Grade.	Fourth Grade.	Totals.
Male No.	1.....	38	46	49	80	78	291
"	2.....	24	39	90	120	139	412
"	3.....	6	.....	20	27	58	111
"	4.....	16	33	40	56	79	224
"	5.....	9	28	49	57	71	214
"	6.....	41	71	85	89	143	429
"	7.....	10	21	29	91	115	266
"	8.....	25	41	77	109	118	370
"	10.....	14	26	69	62	128	299
"	11.....	16	23	45	74	98	256
"	12.....	13	26	56	96	132	323
"	13.....	13	20	31	46	46	156
"	15.....	37	58	97	135	137	464
"	17.....	10	26	30	83	81	230
"	18.....	2	7	32	35	41	117
"	19.....	44	49	94	100	100	387
"	20.....	30	60	76	115	125	406
"	21.....	30	52	85	131	185	483
Totals.....		378	626	1054	1506	1874	5438
Female No.	1.....	39	47	88	82	109	365
"	2.....	16	49	68	103	165	401
"	3.....	14	14	24	32	70	154
"	4.....	20	27	37	54	95	233
"	5.....	24	38	58	64	95	279
"	6.....	57	100	121	110	123	511
"	7.....	23	31	54	85	105	298
"	8.....	29	52	98	95	132	406
"	10.....	12	43	59	89	142	345
"	11.....	17	40	66	90	124	337
"	12.....	22	23	47	68	90	250
"	13.....	24	38	46	44	71	223
"	15.....	65	101	161	145	211	683
"	17.....	14	23	40	75	103	255
"	18.....	15	16	36	43	49	159
"	19.....	49	49	102	97	101	398
"	20.....	27	77	85	143	175	507
"	21.....	59	109	113	149	187	617
Totals.....		526	877	1303	1568	2147	6421

Reports of Nos. 9 and 16 are included under "Mixed Schools."

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE E—Continued.

PRIMARY SCHOOLS.					PRIMARY SCHOOLS.				
	Third Grade.	Second Grade.	First Grade.	Totals.		Third Grade.	Second Grade.	First Grade.	Totals.
Male No. 1..	96	95	146	337	Female No. 1..	93	102	132	327
" 2..	23	37	150	210	" 2..	35	40	178	253
" 3..	50	76	197	323	" 3..	56	85	192	333
" 4..	42	76	119	237	" 4..	52	47	137	236
" 5..	80	114	246	440	" 5..	97	145	201	443
" 6..	86	111	233	430	" 6..	81	111	227	419
" 7..	32	67	113	212	" 7..	32	45	130	207
" 8..	38	60	96	194	" 8..	56	42	135	233
" 10..	55	84	106	245	" 10..	51	59	90	200
" 11..	166	181	222	569	" 11..	119	154	217	490
" 12..	76	88	217	381	" 12..	71	133	199	403
" 13..	29	39	125	193	" 13..	19	70	114	203
" 14..	115	98	114	227	" 14..	102	99	124	325
" 15..	110	115	167	392	" 15..	98	115	154	367
" 16..	58	75	118	251	" 16..	65	45	105	215
" 17..	63	66	168	297	" 17..	56	70	184	310
" 18..	63	61	88	212	" 18..	72	75	106	253
" 19..	33	46	59	138	" 19..	31	41	48	120
" 20..	127	199	315	641	" 20..	163	168	240	571
" 21..	60	108	192	360	" 21..	66	76	156	298
" 22..	88	128	185	401	" 22..	75	100	188	363
" 23..	88	106	192	386	" 23..	71	93	229	393
" 24..	69	109	337	515	" 24..	55	185	281	521
" 25..	42	73	148	263	" 25..	38	61	149	248
" 26..	61	63	95	219	" 26..	66	66	107	239
" 27..	80	97	222	399	" 27..	74	106	233	413
" 28..	53	119	97	269	" 28..	52	80	163	295
" 29..	26	46	79	151	" 29..	30	39	69	138
" 30..	146	176	284	606	" 30..	154	135	236	525
" 31..	79	68	92	239	" 31..	49	56	112	217
" 32..	62	91	139	292	" 32..	89	95	108	292
" 33..	60	138	226	424	" 33..	62	96	203	361
Totals.....	2256	3010	5287	10553	Totals	2230	2834	5147	10311

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.
TABLE E—Continued.

MIXED SCHOOLS.	8th grade		7th grade		6th grade		5th grade		4th grade		3d grade		2d grade		1st grade		Totals.	
	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.
M. G. & P. No. 9.....	7	....	8	....	13	....	15	....	16	....	31	....	23	....	28	....	141	....
F. G. & P. " 9.....	....	....	....	....	13	....	8	....	21	....	....	....	....	....	27	....	....	141
Male Gram. " 16.....	1	....	2	....	10	....	20	....	36	....	47	....	73	....	144	....	333	....
Fem. Gram. " 16.....	....	2	....	3	....	....	5	....	14	....	....	....	....	....	63	....	....	355
Eng.-Ger. " 1.....	5	....	6	....	14	....	19	....	23	....	44	....	67	....	57	....	306	....
" " 2.....	4	....	3	....	10	....	14	....	40	....	63	....	85	....	94	....	565	....
" " 3.....	13	....	4	....	19	....	30	....	65	....	113	....	139	....	146	....	808	....
" " 4.....	3	....	9	....	13	....	28	....	63	....	88	....	113	....	126	....	713	....
" " 5.....	16	....	11	....	24	....	34	....	49	....	71	....	78	....	73	....	476	....
*H. & G. Col'd No. 1..	10	....	41	....	7	....	110	....	139	....	....	....	....	....	....	....	138	....
Gram. " 2.....	....	....	9	....	18	....	37	....	52	....	....	....	....	....	....	....	79	....
" " 3.....	....	....	5	....	21	....	63	....	103	....	....	....	....	....	....	....	58	....
Male Col'd No. 1.....	....	....	....	....	....	....	....	....	33	....	40	....	71	....	100	....	244	....
" " 2.....	....	....	....	....	....	....	....	....	42	....	28	....	81	....	127	....	278	....
" " 3.....	....	....	....	....	....	....	....	....	52	....	71	....	89	....	177	....	389	....
" " 4.....	....	....	....	....	....	....	....	....	61	....	96	....	116	....	156	....	429	....
" " 5.....	....	....	....	....	....	....	....	....	12	....	23	....	24	....	68	....	127	....
" " 6.....	....	....	....	....	....	....	....	....	28	....	42	....	53	....	134	....	257	....
" " 7.....	....	....	....	....	....	....	....	....	32	....	40	....	69	....	187	....	328	....
" " 8.....	....	....	....	....	....	....	....	....	23	....	50	....	87	....	154	....	314	....
" " 9.....	....	....	....	....	....	....	....	....	30	....	66	....	152	....	320	....	548	....
Fem. Col'd " 1.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" " 2.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" " 3.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" " 4.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" " 5.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" " 6.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" " 7.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" " 8.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" " 9.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Totals, Males.....	59	....	100	....	208	....	505	....	792	....	964	....	1427	....	2516	....	6531	....
" Females.....	....	76	....	162	....	304	....	555	....	766	....	1008	....	1392	....	2825	....	7088

* See also under High Schools, App. 3

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.
TABLE E—Continued.

Annex No.	8th grade		7th grade		6th grade		5th grade		4th grade		3d grade		2d grade		1st grade		Totals.	
	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.
1.....	.....	.....	.....	.....	3	7	14	9	16	23	19	22	16	23	51	41	119	125
" 2.....	11	16	11	31	21	33	38	32	39	43	63	63	55	48	115	117	353	383
" 3, Male.....	7	.....	24	.....	24	.....	37	.....	37	.....	.....	.....	.....	.....	.....	.....	129	.....
" 3, Female.....	.....	22	.....	31	.....	43	.....	31	.....	52	.....	.....	.....	.....	.....	.....	.....	179
" 4.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46	40	56	47	121	90	223	177
" 5.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27	41	40	45	72	62	139	158
" 6.....	4	7	7	9	21	18	27	29	55	63	.....	.....	.....	.....	.....	.....	114	126
" 7.....	4	7	4	9	9	8	22	17	30	28	23	29	39	38	61	56	192	192
" 8.....	5	2	8	4	12	10	12	28	27	32	41	38	51	47	73	74	229	235
" 9.....	1	5	6	3	10	12	12	14	22	22	20	18	34	28	34	31	139	133
" 10.....	2	2	7	5	12	10	16	10	28	25	.....	.....	.....	.....	.....	.....	65	52
" 11.....	6	7	6	16	15	12	12	17	16	25	43	25	31	31	60	49	189	182
" 12.....	4	.....	5	3	17	5	24	28	37	33	43	48	71	79	163	119	364	315
" 13.....	5	2	6	4	12	11	24	30	30	45	62	60	76	60	188	136	403	348
" 14.....	1	1	.....	.....	1	3	6	4	5	4	4	4	3	4	8	6	28	26
" 34, Male.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68	.....	53	.....	128	.....	249	.....
" 34, Female.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41	.....	.....	81	.....	102	.....	284
" 35.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	20	21	15	32	41	74	76
" 1, Colored	.....	.....	.....	.....	.....	.....	.....	3	3	.....	5	4	9	5	41	27	58	41
" 3, "	.....	.....	.....	.....	1	.....	.....	2	1	2	2	5	5	4	32	25	41	38
" 10, "	.....	.....	.....	.....	.....	.....	.....	.....	1	1	5	6	3	14	53	45	62	66
Totals, Males.....	50	.....	84	.....	158	.....	244	.....	347	.....	492	.....	563	.....	1232	.....	3170	.....
Totals, Females.....	.....	71	.....	115	.....	172	.....	254	.....	400	.....	464	.....	579	.....	1021	.....	3076
In M. G. Schools.....	388	.....	626	.....	1054	.....	1506	.....	1874	.....	.....	.....	.....	.....	.....	.....	5438	.....
" F. G. ".....	.....	526	.....	877	.....	1303	.....	1568	.....	2147	.....	.....	.....	.....	.....	.....	6421	.....
" M. P. ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2556	.....	3010	.....	5287	.....	10553	.....
" F. P. ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2230	.....	.....	.....	2834	.....	5147	.....
" Mixed ".....	59	76	100	162	208	304	505	555	752	766	964	1008	1427	1392	2516	2825	6531	7088
Totals, Males.....	487	.....	810	.....	1420	.....	2255	.....	2973	.....	3712	.....	5000	.....	9035	.....	25692	.....
Totals, Females.....	.....	673	.....	1154	.....	1779	.....	2377	.....	3313	.....	3702	.....	4805	.....	8993	.....	26796

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT

TABLE E—Concluded.

RECAPITULATION.

	Males.	Females.	Total.
Number in Fifth year (High).....	29	.....	29
“ Fourth “	31	137	168
“ Third “ & M. T..	85	168	253
“ Second “ “	159	261	420
“ First “ “	419	391	810
“ Preparatory Dept. (M. T.).	238	.....	238
Totals.....	961	957	1,918
Number in Grammar, Eight Grade....	487	673	1,160
“ “ Seventh “	810	1,154	1,964
“ “ Sixth “	1,420	1,779	3,199
“ “ Fifth “	2,255	2,377	4,632
“ “ Fourth “	2,973	3,313	6,286
Totals.....	7,945	9,296	17,241
Number in Primary, Third Grade.....	3,712	3,702	7,414
“ “ Second “	5,000	4,805	9,805
“ “ First “	9,035	8,993	18,028
Totals.....	17,747	17,500	35,247
Number in High and Manual Course..	961	957	1,918
“ Grammar School.....	7,945	9,296	17,241
“ Primary “	17,747	17,500	35,247
Aggregate.....	26,653	27,753	54,406
Number in Evening Schools.....			1,413

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE F.

PROMOTIONS TO FOURTH GRADE.

SCHOOLS.			Number on roll June 1st, 1892.	Number recom- mended, June, 1892.	Number not re- commended, but examined.	Number passed.	Number promoted.
Male Primary	No. 1	.....	82	65	9	2	67
"	"	2	23	19	3	.....	19
"	"	3	57	41	8	1	42
"	"	4	53	48	5	3	51
"	"	5	79	68	9	1	69
"	"	6	80	71	.....	.....	71
"	"	7	25	25	.....	.....	25
"	"	8	42	36	.....	.....	36
"	"	10	36	35	.....	.....	35
"	"	11	132	117	7	.....	117
"	"	12	76	67	6	.....	67
"	"	13	17	17	.....	.....	17
"	"	14	112	99	3	.....	99
"	"	15	107	58	36	6	64
"	"	16	29	27	2	.....	27
"	"	17	60	35	25	6	41
"	"	18	57	51	.....	.....	51
"	"	19	23	8	2	1	9
"	"	20	121	112	1	.....	112
"	"	21	60	60	.....	.....	60
"	"	22	65	46	4	.....	46
"	"	23	59	46	9	.....	46
"	"	24	55	55	.....	.....	55
"	"	25	36	32	.....	.....	32
"	"	26	55	47	5	.....	47
"	"	27	60	50	9	3	53
"	"	28	43	43	.....	.....	43
"	"	29	27	24	3	.....	24
"	"	30	114	93	7	2	95
"	"	31	58	32	23	.....	32
"	"	32	59	48	9	4	52
"	"	33	40	32	2	.....	32
Male Grammar	"	9	22	16	1	.....	16
"	"	16	43	31	.....	.....	31
Totals			2,007	1,654	188	29	1,683

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE F—Continued.

PROMOTIONS TO FOURTH GRADE.

SCHOOLS.				Number on roll June 1st, 1892.	Number recom- mended, June, 1892.	Number not re- commended, but examined.	Number passed.	Number promoted.
Female Primary	No. 1	1	.....	87	77	2	.....	77
"	"	2	.....	31	28	.....	.....	28
"	"	3	.....	65	55	4	.....	55
"	"	4	.....	40	36	.....	.....	36
"	"	5	.....	104	95	1	1	96
"	"	6	.....	92	79	5	1	80
"	"	7	.....	41	37	.....	.....	37
"	"	8	.....	43	36	1	.....	36
"	"	10	.....	36	30	.....	.....	30
"	"	11	.....	129	127	.....	.....	127
"	"	12	.....	56	53	.....	.....	53
"	"	13	.....	18	17	1	1	18
"	"	14	.....	76	59	8	.....	59
"	"	15	.....	128	113	9	.....	113
"	"	16	.....	66	49	.....	.....	49
"	"	17	.....	63	48	5	.....	48
"	"	18	.....	74	65	8	.....	65
"	"	20	.....	146	125	12	1	126
"	"	21	.....	54	52	.....	.....	52
"	"	22	.....	42	26	2	1	27
"	"	23	.....	67	54	6	2	56
"	"	24	.....	47	46	.....	.....	46
"	"	25	.....	36	33	.....	.....	33
"	"	26	.....	65	48	6	.....	48
"	"	27	.....	71	52	16	13	65
"	"	28	.....	36	29	.....	.....	29
"	"	29	.....	33	30	.....	.....	30
"	"	30	.....	127	98	22	.....	98
"	"	31	.....	41	30	3	3	33
"	"	32	.....	67	61	4	.....	61
"	"	33	.....	57	37	10	.....	37
Female Grammar	"	9	.....	17	15	1	.....	15
"	"	16	.....	42	21	4	1	22
Totals.....				2,097	1,761	129	24	1,785

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE F—Continued.

PROMOTIONS TO FOURTH GRADE.

SCHOOLS.	Number on roll June 1st, 1892.	Number recom- mended, June, 1892.	Number not re- commended, but examined.	Number passed.	Number promoted.
English-German No. 1.....	101	60	39	6	66
“ “ “ 2.....	143	78	52	43	121
“ “ “ 3.....	266	187	38	1	188
“ “ “ 4.....	229	163	53	3	166
“ “ “ 5.....	171	125	37	4	129
Totals.....	910	613	219	57	670
Male Colored No. 1.....	30	19	7	.....	19
“ “ “ 2.....	41	34	7	.....	34
“ “ “ 3.....	61	43	.....	.....	43
“ “ “ 4.....	75	50	21	.....	50
“ “ “ 5.....	24	18	5	2	20
“ “ “ 6.....	40	16	15	6	22
“ “ “ 7.....	53	40	.....	.....	40
“ “ “ 8.....	32	25	4	.....	25
“ “ “ 9.....	57	37	2	.....	37
Female Colored “ 1.....	56	42	8	1	43
“ “ “ 2.....	52	26	22	10	36
“ “ “ 3.....	34	26	5	1	27
“ “ “ 4.....	76	54	12	1	55
“ “ “ 6.....	19	14	.....	.....	14
“ “ “ 7.....	84	65	.....	.....	65
“ “ “ 8.....	37	33	4	1	34
“ “ “ 9.....	46	25	17	1	26
Totals.....	817	567	129	23	590

TABLES ACCOMPANYING THE SUPERINTENDENT'S REPORT.

TABLE F—Continued.

PROMOTIONS TO FOURTH GRADE.

SCHOOLS.	Number on roll June 1st, 1892.	Number recom- mended, June, 1892.	Number not re- commended, but examined.	Number passed.	Number promoted.
Annex School No. 1.....	37	32	3	.....	32
" " " 2.....	97	46	34	4	50
" " " 4.....	67	61	4	1	62
" " " 5.....	69	63	4	.....	63
" " " 7.....	65	47	7	1	48
" " " 8.....	58	33	10	1	34
" " " 9.....	34	31	.....	.....	31
" " " 10.....	45	38	4	1	39
" " " 11.....	55	34	.....	.....	34
" " " 12.....	87	56	29	6	62
" " " 13.....	108	59	23	3	62
" " " 14.....	6	5	.....	.....	5
" " " 34, Male.....	28	25	3	.....	25
" " " 34, Female.....	47	34	9	2	36
" " " 1, Colored.....	9	5	.....	.....	5
" " " 3, ".....	5	2	2	.....	2
Totals.....	817	571	132	19	590

RECAPITULATION.

M. P. Schools and G. 9 and 16.....	2,007	1,654	188	29	1,083
F. P. Schools and G. 9 and 16.....	2,097	1,761	129	24	1,785
English-German Schools.....	910	613	219	57	670
Colored Schools.....	817	567	129	23	590
Annex Schools.....	817	571	132	19	590
Totals.....	6,648	5,166	797	152	5,318

REPORT

OF THE

Assistant Superintendent of Public Instruction.

BALTIMORE, January 1st, 1893.

HENRY A. WISE,

Superintendent of Public Instruction.

DEAR SIR :

This written report must necessarily be brief, by reason of conditions concerning which you are thoroughly informed.

First, the condition of the primary schools is good, not perfect ; as nothing conducted and controlled by human instrumentality can do more than approach completeness or perfection. Year by year they are advancing, not retrograding—advancing in numbers and efficiency. The teaching ability is becoming more pronounced, the service more exacting and efficient, and the daily routine work of the class-room less irksome as the heart of the teacher glows with a desire to promote the future prosperity of the child and the mind awakens to a sense of the true purpose of public education, and the proper understanding of the methods.

of accomplishing that purpose. In my daily visitations to the schools, I find the teachers generally imbued with a true conception of their work in all its details—some otherwise. A so-called teacher once said to me, “outside of school hours, I banish all thought of school-room work and its cares.” “Do you never make any previous preparation for the exercises of the day?” “No, nor do I intend to do it. After I leave the school-room my time is my own, and I use it as I please.” This must be the teacher that Mr. Rice met who said to him, “I formerly taught in the higher grades, but I had an attack of nervous prostration some time ago, and the doctor recommended rest. So now I teach in the primary, because teaching primary children does not tax my mind.” In addition to the harm done to the children by such teachers, these cases are seized upon by unfair critics to bring our schools into disrepute. Taking these as types, any one would be justified in condemning our work. Time and again have I remonstrated with them, but with no apparent good results. There is another and a sure remedy, if the local committees will see proper to apply it.

Secondly, the action of the Board in abolishing written examinations for promotion from grade to grade is a step in the right direction. But the good results to be expected from this action rest solely in the wise discretion and discriminating judgment of the teacher. If the teacher merely seeks “rest” in the class-room in order to prevent “nervous prostra-

tion," her judgment will be of no more value than a spurious coin in the market place. If she is of the machinery class, using nothing but concert exercises, "yellow papers" and blackboards containing test exercises in arithmetic, geography and spelling, she will possess as little knowledge of the child's educational condition as we now have of Plato's island of Atlantis. In order to make this system a success and a cure for the evils of the examination plan, the teacher must not only possess the knowledge acquired by books, but that knowledge which is acquired by contact of mind with mind in the daily association of teacher with pupil. In fact she must be a *teacher*. She must be able to discriminate between a parrot-like recitation of the text and an understanding of the subject. If the teacher relies upon the number of lessons recited correctly, together with trial examinations, the present plan will utterly fail—not only this, but it will open the door to evils from which we were exempt under the other system. The central figure of any system of promotion is the ideal teacher. With her, success. Without her, failure. Resolutions and edicts effect nothing. If they are based upon true educational principles she does not need them. If not, she rejects them. She must do so, not in a spirit of disobedience, but with a conscience void of offense she knows that to follow is to destroy. Her class is her kingdom. Our duty is to see that a ruler, competent and worthy of kingly honors, is selected to preside over this kingdom.

To this end, the action of the Board with reference to the establishment of a Teachers' Seminary is to be highly commended. With such a school where the excellent literary acquirements of the products of our High Schools can be supplemented with a scientific Normal training, we can very materially increase the professional standing of our teaching force. This question has been noticed at some length in previous reports, and it is only necessary at this time to express the hope that so desirable an adjunct to our system may be speedily established.

The material wants of our schools have been very generously supplied. A number of new buildings have recently been erected, and in general the comforts we now enjoy are very far in advance of those at any time in the history of our public schools. This is due to the thoughtful care of the committees of the Board and the Superintendent of Supplies. Some of the buildings are still badly ventilated and surrounded by conditions detrimental to the health and good morals of the children. I express the hope that the Board will take such action as will result in their improvement or in their destruction. We have no right as public servants to imperil the health and morals of the children under the plea of economy and a low tax rate. There is still in the minds of some that ancient idea, that anything unfit for other uses is good enough for the public schools. The schools demand the best and should have it. The best is the most economical, and in the end the most profitable. The Western cities

and towns recognize this fact, and as a result you find in them that the most pretentious and commodious buildings are the public school buildings.

Together with this report you will find a table representing the facts in connection with the promotion of pupils of the third grade to the grammar school last June. By an examination of this table you will find quite a difference of judgment with regard to the intellectual condition of the children. In some all, in others less than half, while in the greater number a fair percentage were recommended for promotion. That, in some instances, mistakes of judgment were made, is quite evident. Under the circumstances this was to be expected, but with that experience and a better understanding of the rule for promotion, a better classification should be the result of that experience and knowledge. I have not the data concerning the other grades, but from frequent complaints I have no doubt that the work of selection was as much if not more defective than in the third grade.

With my thanks to all with whom I have been officially associated for their generous and liberal support in the discharge of my duties, this report is

Respectfully submitted,

JOHN E. McCAHAN,

Assistant Superintendent.

REPORT

OF THE

Superintendent of Supplies.

BALTIMORE, December 31st, 1892.

*To the Board of Commissioners
of Public Schools.*

GENTLEMEN :

In submitting for your consideration the seventh annual report of this office, allow me to publicly express what I have so frequently said privately, that the kindness with which you have treated me, the patient hearing and courteous attention you have given to all my suggestions, and your unwavering support have filled me with warm gratitude.

During the year four new school buildings were completed and occupied.

On April 19th, Grammar and Primary Schools No. 19 occupied their new building, on the corner of Park avenue and Hoffman street. The building was furnished throughout with single desks.

Primary Schools No. 25 entered their new building, on Bond street, near Canton avenue, on March 28th. Double desks were used.

Annex School No. 11 occupied its new building, on the corner of Millington avenue and Lehman street, on May 31st. This building was also furnished with double desks.

On November 21st the new building on the corner of Old Frederick road and Fairview avenue, was occupied for the first time by the new school organized out of Annex School No. 10, and called Annex School No. 35 (primary.) Double desks were also used in this building.

The effects directly attributable to the erection and occupancy of those buildings will be felt in many ways for years. I will, however, mention only the immediate effects as they relate to this department.

By the building of No. 19 the people of its vicinity were supplied with better school accommodations for their children than they have ever known. They now have light and ventilation, two things they never enjoyed in the building which was sold last year. And it was a relief to all when it became possible to relinquish the four rented buildings which were used as temporary accommodations for those schools. Those buildings were as good as can be secured, when circumstances limit the choice to dwelling houses; and every effort was made to make the schools as comfortable as

possible in them, but they labored under difficulties so grave that the furnishing of the new building was hurried more than would have been the case otherwise.

When No. 25 was moved from the old house on Caroline street, near Bank, Colored School No. 5 was removed from the rented house it occupied on Eastern avenue to the building on Caroline street, the building having been prepared for its occupancy on April 4th. Not only was it possible to relinquish an expensive rented property (which was entirely unsuited for further school use), but the change enabled the Board to separate the sexes and divide the school into male and female departments. The furniture in the old house was renovated almost, if not quite, equal to new.

The building of Annex No. 11's house permitted two things to be done. While the old building on the Frederick road was entirely too small for the accommodation of No. 11, and while a portion of it was unsuited for school use, it was comparatively easy to arrange for the accommodation of the small school known as Colored Annex No. 3, when the Board became assured that the building could be lawfully used. So on November 7th, No. 3 was removed from its rented house and made so comfortable that the school has added to its numbers. The rented house was relinquished.

The other building in the western annex (No. 35), also made possible two things—the decided relief to

No. 10, and the relinquishment of the rented building used as a branch of No. 10.

The Mayor and City Council having authorized the establishment of a Colored Manual Training School, a house was secured on Lombard street, and steps begun for getting it in condition for use ; but there was such strenuous objection made by the residents that the location was abandoned, and the Board determined to organize the school in the building on Fremont avenue, near Lombard street, occupied in part by Colored Grammar School No. 3, and trust to the Mayor and City Council to authorize its continued use by those schools instead of selling it as was contemplated. The rooms were fitted up sufficiently for the organization of the school at the September opening.

On October 31st, a new school, designated Annex Colored School No 10, was organized in a rented building on 21½ street, near Barclay.

In the early winter it was found necessary to provide some relief for Primary Schools No. 23 and No. 27, and steps were taken for the organization of a new school (No. 36). After long continued efforts a house on the corner of Collington avenue and Lombard street was secured, but owing to circumstances beyond our control, possession cannot be had until January 1st, 1893. The furnishings are nearly ready, and it is anticipated that the school will be organized about the middle of next month.

The four houses completed during the year were all equipped with the Smead system of dry closets in connection with the heating and ventilating. After another year's experience I desire to repeat my unqualified approval of the system, as expressed in previous reports, and to say that during the rigorous weather we have been having, the system has proved its ability to perform the work under the most severe tests. May I be pardoned for saying right here, in simple justice, that the two objections sometimes urged against the system—conductivity of noise and solid partitions—do not properly hold? It is just as easy to provide against noise, and to provide for inter-communicating rooms (if desired) by this system as by any other system, or by an absence of system. I would renew, with all earnestness, the recommendation that the system of dry closets be speedily introduced at Primary School No. 23, where the conditions at present are inimical to health.

The houses now being erected for Grammar Schools No. 18, English-German School No. 1, Colored Schools No. 3, and Annex School No. 8, are progressing towards an early completion, and the estimates for the furnishing have been approved by the Committee on Furniture.

During August, the building occupied by Baltimore City College was so seriously damaged by reason of the tunnel operations for the Belt Railroad that prompt steps had to be taken to preserve the furniture and ap-

paratus from harm, and to provide temporary accommodations for the school. The committees on Grammar and Primary Schools No. 1, and on Grammar Schools No. 18, and the teachers, very graciously and courteously tendered their buildings for use, when it was seen that grave doubts existed of the possibility of securing a sufficiently large building for the accommodation of the College. In order to prevent any delay in the opening of the College, and in order to have all its departments in one building, the following arrangement was made: The College was given the entire room formerly occupied by Male Grammar School No. 1, a portion of Male Grammar No. 1 was lodged in the basement of Female No. 1's building, and the other portion in Grammar No. 18's building. To do this necessitated several alterations, and fitting up of rooms in parts never intended for class-rooms, and involved considerable crowding; but while neither of the schools is comfortable, events have proved that the best possible arrangements for comfort were made under the circumstances, besides effecting the saving of a large amount for rental. The Public School Library was located in comfortable rented rooms, at 310 St. Paul street.

Besides the buildings rented for Primary School No. 36, and Colored Annex School No. 10, it was deemed necessary to provide for the demand for accommodations for new scholars applying for admission to English-German School No. 5, Annex School No. 8, and Annex School No. 9, and, accordingly, buildings for

that purpose were rented. The latter two will, probably, be used for only a short time, because the new house for No. 8 will soon be completed, and an addition to No. 9 is seriously contemplated. In this connection, at the risk of being considered extra official, may I suggest the query, whether it were not better to deny the applications for admission to certain schools than to provide rented accommodations? In most cases the best that can be done is to secure houses never designed for school use, nor for the accommodation of many people; and which are deficient in light and ventilation. In a previous report I called attention to the fact that the cost of fitting up a house and of restoring it is very large, and that those expenses should be considered when an estimate of the cost is made.

I would also suggest the propriety of building schools large enough, not only to accommodate the future demands of the localities, but with class-rooms of sufficient size to allow for the use of single desks. It is known to many, but deserves emphasis, that of the houses erected under the provisions of the last loan, Grammar No. 20 has had to be enlarged, Primary No. 24 has several classes in a discarded building, Primary School No. 32 is overcrowded, and Primary School No. 33 is also overcrowded.

In the matter of furnishing a school, permit me to say, that the work of this department would be greatly facilitated, and the most economical results secured, if early information in detail were furnished as to the

character and sizes of furniture desired for the respective rooms. Many of the complaints about defective furniture are due to the inordinate haste necessarily used in furnishing a building. It is but fair to say for our contractors that, although it frequently happens that they are not given the complete orders until within but a few days of the opening of a school, they have not hesitated to replace or repair the articles warped or split because of the fact that they had to make fresh cuts in hard wood.

During the year, the following articles were supplied under orders of the Committee on Furniture, through this department: 433 No. 1 desks, 1,284 No. 2 desks, 599 No. 3 desks, 113 No. 1 rear seats, 206 No. 2 rear seats, 83 No. 3 rear seats, 9 principals' desks, 84 assistants' desks, 438 chairs, 16 large book-cases, 73 small book-cases, 193 slate boards, 2,160 feet slates in walls, 15 wardrobes, 63 umbrella stands, 9 wash-stands, 12 tables, 5 principals' platforms, 64 assistants' platforms, 102 ash cans. Besides these articles purchased, 2,330 old desks, 316 rear seats were renovated and repaired so as to be equal to new. Gas pipes and plain fixtures were put into several of the buildings used for night schools.

During the summer, the usual white-washing and cleaning was done, the usual repairs made, and fuel supplied. The recent severe weather has developed the fact that although it was attempted to furnish a full supply of coal and wood, there will be large de-

mands for new supplies before the winter is over. And the effect of the weather upon the heating apparatus will be severe. In several cases, we have avoided putting in additional or new apparatus, hoping that the old could be made to do; but the weather has developed the insufficiency of the apparatus in some cases, and has resulted in serious injury to others. Knowing these facts, I have advised that a liberal estimate for fuel and heating apparatus be made.

Your attention is invited to the accompanying detailed inventory of furniture and heating apparatus, with their present value estimated upon two-thirds of the cost.

Besides expressing my gratitude to you, I desire to thank the officers, teachers, and other employees of the Board, for the courtesy extended me, and for the patience shown when workmen have not fulfilled their promises.

Very respectfully,

C. W. KEIDEL,

Superintendent of Supplies.

INVENTORY OF FURNITURE, HEATING APPARATUS, &C., IN THE SCHOOLS, DECEMBER 31st, 1892.

SCHOOLS.	Pupils' Desks.	Rear Seats.	Settees.	Teachers' Desks.	Chairs.	Book Cases.		Clocks.	Organs.	Pianos.	Wardrobs.	Umbrella Stands.	Wash Stands.	Tables.	Furnaces.	Stoves.	Screens.	Estimated Valuation.
						Large	Small											
Baltimore City College	593	56	78	16	130	19	1	13	1	1	2	2	...	8	4	...	...	\$6,830 00
East. Fem. High School	356	25	84	24	125	7	...	3	...	2	...	...	...	12	5	2	2	5,340 00
West. Fem. High School	418	32	159	15	115	14	7	2	1	1	...	...	...	9	5	1	1	4,715 00
Manual Train g School	256	46	...	12	954	14	...	13	1	...	...	...	...	16	2	...	...	5,356 00
Totals.....	1623	159	321	67	1324	54	8	31	3	4	2	...	...	45	15	3	3	\$22,261 00
Male Grammar No. 1...	266	39	...	10	36	2	6	2	1	...	1	1	1	1	6	1	2	2,230 00
" " 2...	447	42	...	10	30	2	10	2	1	...	1	1	1	1	...	1	1	2,175 00
" " 3...	107	20	2	7	19	1	9	1	1	...	2	...	...	1	6	1	1	1,684 00
" " 4...	174	29	2	8	28	1	7	1	1	...	...	...	...	...	...	2	16	1,285 00
" " 5...	173	26	...	7	18	3	6	2	1	...	...	...	...	1	...	3	12	1,187 00
" " 6...	293	44	...	12	24	1	9	1	1	...	...	6	...	...	5	3	4	2,110 00
" " 7...	227	38	...	9	24	2	10	1	1	...	1	2	1	...	1	1	2	2,210 00
" " 8...	248	46	...	2	40	2	14	2	1	...	2	3	...	1	...	1	...	2,380 00
" " 9...	95	14	3	10	18	1	7	2	1	...	...	...	...	...	...	7	7	583 00
" G. and P. Grammar	190	28	1	8	26	3	10	2	1	...	...	...	...	...	...	8	16	1,385 00
" " 11...	180	32	...	8	24	1	7	2	1	...	1	...	...	1	5	1	2	1,830 00
" " 12...	226	31	...	9	14	1	6	1	1	...	2	1	...	...	5	2	3	1,840 00
" " 13...	125	29	10	8	22	3	4	1	1	...	1	...	...	...	...	7	12	1,110 00
" " 15...	327	63	...	16	36	12	1	2	2	...	...	...	2	...	5	...	...	2,820 00
" " 16...	191	32	...	8	30	2	7	1	1	...	...	2	...	...	4	1	2	2,430 00
" " 17...	215	30	...	10	32	2	7	1	1	...	...	4	...	...	4	10	18	1,285 00
" " 18...	163	28	3	8	19	2	4	1	1	...	1	1	1	...	...	2	3	1,610 00
" " 19...	372	32	...	8	38	2	8	2	1	...	1	1	...	...	...	1	...	2,460 00
" " 20...	293	32	...	11	38	2	10	1	1	...	1	2	1	...	...	1	...	2,850 00
" " 21...	280	52	...	12	36	2	8	2	1	...	2	2	1	...	...	13	24	1,740 00
Totals, Male Gram...	4592	687	23	189	552	48	150	29	21	...	20	29	20	15	45	77	125	\$37,024 00

INVENTORY OF FURNITURE, HEATING APPARATUS, &c.—Continued.

SCHOOLS.	Pupils' Desks.	Rear Seats.	Settees.	Teachers' Desks.	Chairs.	Book Cases.		Black Boards.	Clocks.	Organs.	Pianos.	Wardrobes.	Umbrella Stands.	Wash Stands.	Tables.	Furnaces.	Stoves.	Screens.	Estimated Valuation.
						Large	Small												
Fem. Grammar No. 1..	248	40	38	10	26	3	5	36	1	...	1	1	2	1	1	6	1	2	\$2,550 00
" " 2..	437	42	...	10	30	3	10 wall	...	1	1	...	1	2	1	1	a	1	1	2,130 00
" " 3..	109	19	...	6	17	2	7	20	1	1	...	...	...	...	...	a	1	1	750 00
" " 4..	164	26	15	7	24	2	8	26	1	1	1	1	2	1	2	...	8	16	1,490 00
" " 5..	174	30	4	8	15	2	6	19	1	1	...	...	...	...	...	...	7	9	1,160 00
" " 6..	232	34	12	7	45	2	6	26	1	...	1	1	4	...	1	a	1	2	1,440 00
" " 7..	200	38	...	9	24	2	10	25	1	1	...	1	2	1	1	a	1	2	2,200 00
" " 8..	248	46	8	10	40	2	14 wall	1	1	1	...	1	2	1	1	a	1	...	2,400 00
" " 9..	87	15	2	6	15	2	1	10	1	1	...	...	1	...	...	...	7	12	560 00
" G. and P. Grammar	178	29	3	7	24	3	4	26	3	1	...	1	2	...	1	...	7	14	1,300 00
" " 11..	192	28	...	7	26	2	7	16	2	1	...	4	...	1	1	a	1	1	1,150 00
" " 12..	189	28	5	9	36	1	6	24	1	1	...	1	2	...	1	a	2	2	1,200 00
" " 13..	153	32	7	7	24	2	7	22	1	1	...	1	...	...	...	...	7	12	1,150 00
" " 15..	303	42	...	11	35	2	10	14	2	...	1	2	4	2	...	4	2	2	2,530 00
" " 16..	191	32	...	8	30	2	7	24	1	1	...	1	2	4	1	a	1	2	1,830 00
" " 17..	215	30	...	10	32	2	7	23	1	1	...	1	4	1	1	...	10	18	1,300 00
" " 18..	185	27	11	8	26	1	2	20	1	1	...	1	1	1	1	a	...	...	880 00
" " 19..	369	38	...	9	38	2	8	...	1	1	...	1	1	...	1	Snead	1	...	2,460 00
" " 20..	299	48	...	12	48	3	12 wall	1	1	1	...	1	6	1	1	Snead	1	...	2,560 00
" " 21..	333	41	...	10	24	1	10	36	2	1	...	1	1	1	1	...	12	24	1,750 00
Totals, Fem. Gram..	4506	660	103	171	579	41	147	367	25	17	4	21	38	17	17	10	58	120	\$32,790 00
Eng.-German No. 1..	340	42	2	13	25	7	1	28	2	...	...	...	...	...	...	...	13	15	\$1,930 00
" " 2..	535	72	...	20	43	...	16	44	2	2	...	4	4	2	4	6	2	2	2,610 00
" " 3..	570	84	...	26	48	2	19	49	2	2	...	2	...	...	...	2	10	14	3,875 00
" " 4..	590	72	...	24	49	...	16	46	2	2	...	4	1	2	2	6	2	2	3,950 00
" " 5..	544	84	...	23	58	2	18 wall	2	2	1	...	2	4	2	2	Snead	3	5	4,500 00
Totals, Eng.-Ger....	2579	354	2	106	233	11	70	167	10	7	....	12	9	6	10	14	30	38	\$17,865 00

INVENTORY OF FURNITURE, HEATING APPARATUS, &c.—Continued.

Schools.	Pupils' Desks.	Rear Seats.	Petties.	Teachers' Desks.	Chairs.	Book Cases.		Black Boards.	Clocks.	Organs.	Pianos.	Wardrobes.	Umbrella Stands.	Wash Stands.	Tables.	Furnaces.	Stoves.	Screens.	Estimated Valuation.
						Large	Small												
Male Primary No. 1.	216	52	2	12	38	1	9	26	1	1	1	1	3	1	1	a	1	1	\$2,090 00
" 2.	116	18	2	7	24	1	5	18	1	1	1	1	1	1	1	...	5	9	820 00
" 3.	170	32	...	6	20	1	7	18	1	1	1	2	...	1	...	a	1	1	840 00
" 4.	147	24	5	6	18	3	5	20	1	1	1	...	...	1	2	...	6	12	1,050 00
" 5.	235	33	3	6	24	2	7	26	1	1	1	...	...	1	...	6	1	1	2,100 00
" 6.	212	36	...	9	28	1	7	28	1	1	1	2	2	1	1	...	10	16	1,550 00
" 7.	116	24	...	6	24	1	5	14	1	1	1	1	1	1	1	2	3	6	1,000 00
" 8.	202	38	...	8	26	1	6	8	1	1	1	1	...	...	...	...	9	17	1,220 00
" 10.	127	21	2	7	18	2	3	22	1	1	1	...	...	...	...	...	6	9	940 00
" 11.	292	38	...	10	28	2	8	10	2	1	1	1	...	...	2	6	1	2	2,880 00
" 12.	187	33	...	7	26	3	8	24	1	1	1	1	1	1	2	...	7	8	1,175 00
" 13.	172	26	...	6	30	1	5	wall	1	1	1	1	2	1	1	Snead	1	...	1,640 00
" 14.	179	27	...	8	34	1	6	23	1	1	1	2	1	1	1	5	...	...	1,755 00
" 15.	199	20	...	9	24	1	6	18	1	1	1	...	...	1	...	...	9	10	1,350 00
" 16.	175	27	5	6	20	1	4	22	1	1	1	1	...	...	1	5	...	...	1,860 00
" 17.	166	33	...	6	14	1	2	22	1	1	1	1	1	1	1	...	8	14	1,000 00
" 18.	159	26	...	6	26	1	3	18	1	1	1	1	1	1	1	...	7	14	1,010 00
" 19.	96	22	...	4	18	1	4	wall	1	...	...	...	2	1	1	Snead	...	...	900 00
" 20.	323	52	...	17	29	2	13	48	2	1	1	2	4	1	1	...	16	34	2,140 00
" 21.	177	31	...	5	11	2	14	16	1	1	1	1	1	1	1	...	7	10	1,100 00
" 22.	224	38	11	10	24	1	8	24	1	1	1	...	...	1	...	...	9	14	1,190 00
" 23.	204	26	...	6	19	1	5	8	1	1	1	1	...	...	1	4	1	2	1,930 00
" 24.	258	40	...	9	36	2	8	wall	1	1	1	1	2	...	1	Snead	1	...	2,100 00
" 25.	226	34	...	8	40	2	7	wall	1	1	1	2	...	1	1	Snead	1	...	2,020 00
" 26.	119	20	4	7	11	1	4	18	1	1	1	...	...	...	...	...	5	6	780 00
" 27.	180	30	...	7	18	1	6	26	1	1	1	...	...	1	1	...	8	14	1,240 00
" 28.	157	24	...	6	18	1	6	26	1	1	1	1	...	1	1	...	6	12	1,080 00
" 29.	196	24	...	9	18	1	6	10	1	1	1	1	1	1	1	5	1	1	2,140 00
" 30.	314	46	...	10	24	2	6	25	1	1	1	1	...	2	2	4	1	4	2,240 00
" 31.	152	28	...	6	29	1	5	wall	1	1	1	1	4	1	1	Snead	1	1	1,800 00
" 32.	174	24	...	6	24	1	5	wall	1	1	1	1	1	1	1	Snead	1	1	1,725 00
" 33.	204	28	...	6	24	1	5	wall	1	1	1	1	1	1	1	Snead	1	1	1,800 00
Totals, Male Prim...	6074	975	34	238	766	43	198	518	34	31	1	30	27	18	26	37	134	220	\$48,465 00

SCHOOL COMMISSIONERS.

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SCHOOLS.	Pupils' Desks.	Rear Seats.	Settees.	Teachers' Desks.	Chairs.	Book Cases.		Black Boards.	Clocks.	Organs.	Pianos.	Wardrobes.	Umbrella Stands.	Wash Stands.	Tables.	Furnaces.	Stoves.	Screens.	Estimated Valuation.
						Large	Small												
Fem. Primary No. 1..	267	38	49	14	34	2	8	43	2	1	1	1	1	1	1	a	1	1	\$1,540 00
" " 2..	113	18	5	5	24	2	4	18	1	1	1	1	1	1	1	..	5	10	800 00
" " 3..	159	20	6	6	24	2	8	18	1	1	1	1	1	1	1	a	6	12	840 00
" " 4..	139	22	6	6	18	1	4	15	1	1	1	1	1	1	1	..	6	12	900 00
" " 5..	291	45	2	9	24	1	6	22	1	1	1	1	1	1	1	c	1	1	1,450 00
" " 6..	231	33	...	7	20	1	10	20	1	1	1	1	1	1	1	..	8	14	1,310 00
" " 7..	133	24	5	5	13	.....	5	10	1	1	1	2	1	1	1	c	8	15	675 00
" " 8..	182	35	...	7	24	1	6	7	1	1	1	1	1	1	1	..	8	15	1,110 00
" " 10..	120	18	...	7	18	2	4	20	2	1	1	1	1	1	1	..	5	9	840 00
" " 11..	285	40	...	10	30	2	9	14	2	1	1	1	1	1	1	c	1	1	2,440 00
" " 12..	187	33	2	8	20	1	6	28	1	1	1	1	1	1	1	..	9	9	1,330 00
" " 13..	167	26	...	6	30	1	5	wall	1	1	1	2	1	1	1	c	1	1	1,635 00
" " 14..	174	24	...	6	24	1	7	18	1	1	1	2	2	1	1	c	1	1	950 00
" " 15..	197	33	3	10	24	2	5	23	2	1	1	...	1	1	1	..	9	14	1,325 00
" " 16..	168	27	...	6	20	1	6	20	1	1	1	1	1	1	1	c	...	...	920 00
" " 17..	176	28	...	7	24	1	6	24	1	1	1	1	1	1	1	..	7	14	1,150 00
" " 18..	146	22	...	6	16	1	2	24	1	1	1	1	1	1	1	..	6	12	840 00
" " 19..	100	16	...	4	12	1	3	wall	1	1	1	1	2	1	1	c	...	...	950 00
" " 20..	387	52	...	17	29	2	11	48	2	1	1	1	1	1	1	..	16	34	2,200 00
" " 21..	173	31	...	6	12	1	3	19	1	1	1	1	1	1	1	..	7	14	1,090 00
" " 22..	192	30	11	6	12	1	6	19	1	1	1	1	1	1	1	..	8	12	1,150 00
" " 23..	208	26	...	6	24	1	5	10	1	1	1	1	1	1	1	c	1	1	1,285 00
" " 24..	241	38	...	9	36	2	8	wall	1	1	1	1	2	1	1	c	4	4	2,100 00
" " 25..	226	34	...	8	40	2	7	wall	1	1	1	...	2	1	1	c	1	...	2,020 00
" " 26..	140	30	...	5	12	1	3	18	2	1	1	...	...	1	1	..	5	16	880 00
" " 27..	199	34	...	10	28	1	5	24	2	1	1	1	1	1	1	..	7	14	1,150 00
" " 28..	150	27	...	7	17	2	7	21	1	1	1	1	1	1	1	..	7	14	1,000 00
" " 29..	188	24	...	6	20	1	6	6	1	1	1	1	1	1	1	c	1	1	1,160 00
" " 30..	286	46	...	10	17	1	6	30	2	1	1	...	2	1	1	c	1	2	1,400 00
" " 31..	152	28	...	6	29	1	5	wall	1	1	1	1	4	1	1	c	1	1	1,675 00
" " 32..	168	24	...	6	24	1	5	wall	1	1	1	1	1	1	1	c	1	1	1,625 00
" " 33..	168	24	...	6	24	1	5	wall	1	1	1	1	1	1	1	c	1	1	1,625 00
Totals, Fem. Prim..	6113	960	75	237	723	41	186	519	40	31	...	28	30	20	25	...	130	224	\$41,365 00

INVENTORY OF FURNITURE, HEATING APPARATUS, &c.—Continued.

SCHOOLS.	Pupils' Desks.	Rear Seats.	Settees.	Teachers' Desks.	Chairs.	Book Cases.		Black Boards.	Clocks.	Organs.	Pianos.	Wardrobs.	Umbrella Stands.	Wash Stands.	Tables.	Furnaces.	Stoves.	Screens.	Estimated Valuation.
						Large	Small												
H. & G. Col'd No. 1...	332	64	...	14	48	2	13	42	1	1	1	2	...	1	2	d	1	1	\$2,800 00
Gram. " 2...	200	36	...	6	18	2	5	14	2	1	...	1	...	...	1	...	10	18	1,260 00
" " 3...	275	38	...	11	30	6	8	26	2	...	...	...	...	...	1	...	17	20	1,780 00
Male Col'd No. 1...	150	24	...	4	16	1	4	12	1	1	1	1	1	1	1	6	1	1	1,260 00
" " 2...	161	30	...	7	12	1	6	20	1	1	...	...	...	...	...	...	6	10	1,010 00
" " 3...	166	28	...	9	18	1	6	26	1	1	...	...	...	...	...	...	9	14	1,200 00
" " 4...	376	24	...	6	18	2	6	15	2	1	...	...	...	...	...	...	6	10	990 00
" " 5...	123	20	...	5	18	1	4	15	1	1	...	...	...	...	...	...	5	10	850 00
" " 6...	145	24	9	6	16	9	2	15	1	1	...	...	...	...	...	...	6	9	950 00
" " 7...	252	39	...	10	30	1	9	28	1	1	...	...	...	4	1	1	1	2	2,240 00
" " 8...	103	17	...	6	15	2	8	14	1	1	...	...	...	...	...	2	1	1	830 00
" " 9...	222	46	...	10	30	2	10	wall	2	1	...	2	2	2	1	4	5	10	2,050 00
Female " 1...	235	24	...	6	24	1	6	18	1	1	...	1	1	...	...	...	...	...	1,050 00
" " 2...	174	26	...	7	19	2	6	16	1	1	...	...	...	...	...	...	6	14	1,100 00
" " 3...	204	32	...	10	12	1	6	26	1	1	...	...	...	...	...	...	9	16	1,250 00
" " 4...	166	19	4	8	10	1	4	16	1	1	...	...	...	...	...	...	6	10	950 00
" " 5...	124	20	...	5	18	1	4	15	1	1	...	...	...	...	...	...	5	10	850 00
" " 6...	152	23	11	7	10	1	3	16	1	1	...	...	...	...	...	...	7	8	1,350 00
" " 7...	268	37	...	12	28	1	11	31	1	1	...	...	...	...	...	...	2	2	1,300 00
" " 8...	157	25	...	5	16	1	4	22	1	1	...	...	...	...	...	...	3	6	800 00
" " 9...	203	34	...	10	30	1	3	wall	2	...	...	1	...	...	...	1	4	6	1,450 00
Totals, Colored.....	4188	630	24	164	436	40	123	387	26	19	...	16	13	14	13	19	110	178	\$27,490 00

INVENTORY OF FURNITURE, HEATING APPARATUS, &c.—Continued.

SCHOOLS.	Pupils' Desks.	Hear Seats.	Settees.	Teachers' Desks.	Chairs.	Book Cases.		Black Boards.	Clocks.	Organs.	Pianos.	Wardrobes	Umbrella Stands.	Wash Stands.	Tables.	Furnaces.	Stoves.	Screens.	Estimated Valuation.
						Large	Small												
Annex No. 1.....	153	28	....	6	14	....	4 wall	1	....	....	....	....	....	....	1	....	6	6	\$ 630 00
" 2.....	423	62	....	12	36	....	6 26	1	....	....	....	....	....	....	....	....	12	18	1,850 00
" 3.....	186	32	....	8	18	....	2 16	1	....	....	....	....	....	....	1	....	8	16	1,050 00
" 4.....	191	28	....	6	24	....	5 wall	1	....	....	....	....	....	....	1	....	1	....	1,275 00
" 5.....	168	24	....	5	7	....	10	....	....	....	....	....	....	....	....	....	4	8	630 00
" 6.....	121	24	....	6	24	....	5 wall	1	....	....	....	....	....	....	1	....	1	....	1,275 00
" 7.....	228	32	....	8	18	....	....	1	....	....	....	....	....	....	....	....	5	8	1,550 00
" 8.....	252	34	....	9	18	....	2 12	1	....	....	....	....	....	....	....	....	9	12	950 00
" 9.....	186	26	....	6	18	....	2 8	1	....	....	....	....	....	....	....	....	6	10	750 00
" 10.....	135	26	....	7	9	....	....	2	....	....	....	....	....	....	....	....	7	9	700 00
" 11.....	302	48	....	12	40	....	10 wall	2	....	....	....	....	....	....	2	....	1	....	3,800 00
" 12.....	410	38	....	12	26	....	6 24	1	....	....	....	....	....	....	....	....	12	25	1,650 00
" 13.....	382	48	....	14	40	....	2 32	2	....	....	....	....	....	....	2	....	1	....	2,450 00
" 14.....	45	7	....	2	6	....	2 4	....	....	....	....	....	....	....	....	....	2	....	300 00
" 34, M.....	150	30	....	6	20	....	1 5 12	1	....	....	....	....	....	....	1	....	....	....	1,450 00
" 34, F.....	150	30	....	6	20	....	1 5 12	1	....	....	....	....	....	....	1	....	....	....	1,450 00
" 35.....	165	24	....	6	20	....	1 5 15	1	....	....	....	....	....	....	1	....	....	....	1,500 00
" 1, Col.....	63	10	....	3	6	....	2 6	1	....	....	....	....	....	....	....	....	3	5	320 00
" 3, ".....	40	6	....	2	4	....	2 5	1	....	....	....	....	....	....	....	....	2	2	230 00
" 10, ".....	45	4	....	2	4	....	2 4	1	....	....	....	....	....	....	....	....	2	4	375 00
Totals, Annex.....	3795	561	....	138	372	15	77	205	21	1	1	9	18	11	11	5	83	129	\$24,175 00

a. Included in Male Grammar Department.

b. " " Female

c. " " Male Primary

d. " " Colored

e. " " Annex

INVENTORY OF FURNITURE, HEATING APPARATUS, &c.

RECAPITULATION.

SCHOOLS.	Pupils' Desks.	Rear Seats	Settees.	Teachers' Desks.	Chairs.	Book Cases.		Black Boards.	Clocks.	Organs.	Pianos.	Wardrobes.	Umbrella Stands.	Wash Stands.	Tables.	Furnaces.	Stoves.	Screens.	Estimated Valuation.
						Large	Small												
Balto. City College..	593	56	78	16	130	19	1	16	13	1	1	2	...	...	8	4	...	...	6,850 00
East. Fem. High....	356	25	84	24	125	7	...	22	3	...	2	...	...	...	...	12	4	2	5,340 00
West. Fem. High....	418	32	159	15	115	14	...	7	2	1	1	...	...	...	9	5	1	1	4,715 00
Manual Training....	256	46	...	12	954	14	...	13	1	...	...	...	...	...	16	2	...	...	5,356 00
Male Grammar....	4,592	687	23	189	552	48	150	381	29	21	...	20	29	29	15	45	77	125	37,024 00
Fem. "	4,506	660	103	171	579	41	147	367	25	17	4	21	38	17	17	10	58	120	32,790 00
English-German....	2,579	354	2	106	223	11	70	167	10	7	...	12	9	6	10	14	30	38	17,865 00
Male Primary....	6,074	975	34	238	766	43	198	518	34	31	1	30	27	18	26	37	134	220	48,465 00
Female "	6,113	960	75	237	723	41	186	519	40	31	...	28	30	20	25	...	130	224	41,365 09
Colored	4,188	630	24	164	436	40	123	387	26	19	...	16	13	14	13	19	110	178	27,490 00
Annex Schools.....	29,675	4425	582	1172	4603	278	882	2422	183	128	9	129	146	95	151	140	542	908	\$227,260 00
	3,975	561	...	138	372	15	77	205	21	1	1	9	18	11	11	5	83	129	24,175 00
Totals	33,650	4986	582	1310	4975	293	959	2627	204	129	10	138	164	106	162	145	625	1037	\$251,435 00

PAPERS RELATING TO BALTIMORE CITY COLLEGE.

FACULTY.

FRANCIS A. SOPER, A. M., PRINCIPAL,
Professor of Higher Mathematics.

CHARLES F. RADDATZ, VICE-PRINCIPAL,
Professor of the German Language.

A. L. MILLES, B. A.,
Professor of the French Language and Adjunct Professor of Latin.

POWHATAN CLARKE, M. D.,
Professor of Natural Sciences.

CHARLES C. WIGHT,
Professor of English Literature and History.

RICHARD W. PREECE,
Professor of Drawing.

A. Z. HARTMAN, A. M.,
Professor of Latin and Greek.

J. N. HANK, A. M.,
Professor of Latin and Mental Philosophy.

JOSEPH H. ELLIOTT, SECRETARY OF FACULTY,
Professor of Book-keeping and Penmanship.

S. F. NORRIS,
Professor of Astronomy and Mathematics.

ROBERT C. COLE, A. M.,
Professor of History and Political Economy.

ALEXANDER HAMILTON,
Professor of English and Mathematics.

G. EMORY MORGAN, A. M.,
Adjunct Professor of Latin and English Literature.

PHILIP H. FRIESE,
Adjunct Professor of Natural Sciences and English.

JULIUS G. MILLER,
Adjunct Professor of Mathematics and Latin.

CURRICULUM.

FIRST YEAR.

History of United States,	English Literature,
History of England,	Latin,
Writing,	Book-keeping,
Composition,	Algebra,
Drawing,	Geometry.
Natural Philosophy,	

SECOND YEAR.

Composition,	German,
English Literature,	Geometry,
Book-keeping,	History of Rome and Constitution
Natural Philosophy,	Mensuration, [of Maryland,
Drawing,	Elocution.
Latin,	

THIRD YEAR.

Rhetoric, Composition and Elocution,	History of Greece and Eastern
History of English Literature,	German, [Nations,
Drawing,	Greek (optional),
Latin,	French,
Chemistry,	Trigonometry and applications.
Review of Mathematics,	

FOURTH YEAR.

English Literature and essays,	Drawing,
Chemistry,	Analytical Geometry,
Latin,	Astronomy,
Greek,	Civil Government,
French,	Composition,
Surveying and Navigation,	Elocution.
German,	

FIFTH YEAR.

Latin,	French,
Greek,	German,
Calculus,	Chemistry,
English Literature and essays,	Astronomy,
Mental Philosophy,	Drawing,
Political Economy,	Elocution.

RECITATIONS.

105th and 106th Terms.

RECITATIONS HEARD EACH WEEK BY THE RESPECTIVE PROFESSORS.

PROF. SOPER—Calculus, 4 times; Analytical Geometry, 6 times; Preparation, 4 times.....	14
PROF. RADDATZ—German, 21 times; English History, 2 times; Preparation, 1 time.....	24
PROF. MILLES—Latin, 9 times; French, 15 times.....	24
PROF. CLARKE—Natural Philosophy, 6 times; Chemistry, 18 times.....	24
PROF. WIGHT—English Literature, 15 times; Rhetoric, 9 times....	24
PROF. PREECE—Drawing, 22 times; Preparation, 2 times.....	24
PROF. HARTMAN—Greek, 12 times; Latin, 12 times.....	24
PROF. HANK—Latin, 20 times; Mental Philosophy, 2 times; Prepar- ation, 2 times.....	24
PROF. J. H. ELLIOTT—Book-keeping, 19 times; Writing, 5 times..	24
PROF. NORRIS—Trigonometry, 12 times; Astronomy, 3 times; Sur- veying and Navigation, 4 times; Review Mathematics, 4 times; Preparation, 1 time.....	24
PROF. COLE—History, 20 times; Political Economy, 2 times; Civil Government, 1 time; Preparation, 1 time.....	24
PROF. HAMILTON—Geometry, 18 times; Algebra, 4 times; Prepar- ation, 2 times.....	24
PROF. MORGAN—Latin, 10 times; English Literature, 10 times; Composition, 2 times; Preparation, 2 times.....	24
PROF. FRIESE—Composition, 9 times; Natural Philosophy, 10 times; History of U. S., 3 times; Preparation, 2 times.....	24
PROF. MILLER—Latin, 10 times; Algebra, 6 times; Composition, 2 times; Geometry, 4 times; Preparation, 2 times.....	24

CLASS RECITATIONS.

Recitations Made Each Week by the Different Classes.

Fifth Year.—J.—Calculus, 4; French, 2; German, 2; Chemistry, 3; English, 3; Drawing, 1; Latin, 4; Mental Philosophy or Greek, 2; Astronomy, 1; Political Economy or Greek, 2—24.

Fourth Year.—I¹ and I².—Analytical Geometry, 3; French, 2; German, 2; Chemistry, 3; English, 3; Drawing, 1; Latin, 4; Greek or Surveying and Navigation, 4; Astronomy, 1; Civil Government, 1—24.

Third Year.—H¹, H² and H³.—French, 3; German, 2; Chemistry, 3; Rhetoric, 3; Drawing, 1; Greek or Review Mathematics, 4; Latin, 4; Trigonometry, 4; History Greece and Eastern Nations, 1—25.

Second Year.—B¹, B² and B.³—German, 3; Physics, 2; English Literature, 2; Drawing, 2; Latin, 4; Book-keeping, 3; Geometry, 4; Composition, 1; History Rome and Constitution Maryland, 2—23.

First Year.—A¹, A², A,³ A⁴ and A⁵.—Latin, 5; History England, 2; Drawing, 2; Book-keeping, 2; Writing, 1; Geometry, 2; Algebra, 2; English Literature, 2; Physics, 2; Composition, 2; History U. S., 1—23.

ROLL FOR THE YEAR 1892.

Number of students on roll December 31, 1891.	451
Number admitted by promotion during 1892..	226
Number admitted from private schools during 1892	22
Whole number on roll during 1892	699
Number withdrawn during 1892	233
Number graduated June, 1892	20
Number re-entered during 1892	17
Number on roll December 31, 1892	463
Average attendance during 1892	398.2
Average number on roll during 1892	425.1
Percentage of attendance for the year.	93.6
Number on roll June 30, 1892	345
Number of those who returned after summer vacation	259
Number of new students entered after Septem- ber 5, 1892	247
Whole number on roll from September 5 to December 31, 1892	506
Number withdrawn from September 5 to December 31, 1892	43

GRADUATES.

Frederick Chamberlayne Billard,	Claude Seiss Gernand,
Rutledge Wood Hazeltine,	Harry Watts Henderson,
Arthur Lester Jackson,	Marcus Kaufman,
Carroll Clifford Miller,	Charles Edgar Moore,
Henry Michael Nitzel,	Edward Spiller Oliver,
John Andrew Robinson,	James Sappington Rogers,
John Frederick Julius Ruppel,	George Andrew Palmer Sewell,
Paul Moore Strayer,	Edgar Randolph Strobel,
Campbell Easter Waters,	Harry Lee Wiesner,
Thomas Charles Williams,	DeCourcy Wright.

RECIPIENTS OF PEABODY PRIZES

OF THE FIRST GRADE—ONE HUNDRED DOLLARS EACH:

Edward Spiller Oliver,
Henry Michael Nitzel,
Arthur Lester Jackson.

OF THE SECOND GRADE—FIFTY DOLLARS EACH:

John Frederick Julius Ruppel,
Frederick Chamberlayne Billard,
Paul Moore Strayer,
James Sappington Rogers.

RECIPIENT OF SHAKESPEAREAN PRIZE:

Paul Moore Strayer.

Papers Relating to Baltimore Manual Training School.

FACULTY.

Principal,

JOHN W. SAVILLE, ENGINEER CORPS, U. S. N.

ENGINEERING.

First Assistant,

A. NEWTON EBAUGH, PH. B.

HIGHER MATHEMATICS.

Instructor in Wood Working,

WILLIAM DUGENT,

PATTERN-MAKING AND WOOD-TURNING.

Instructor in Metal Working,

WILLIAM G. RICHARDSON,

MACHINE SHOP AND FINISHING.

Instructor in Academic Department,

WILLIAM H. HALL,

CHEMISTRY and PHYSICS.

Instructor in Academic Department,

J. WARD WILLSON, M. D.,

ANATOMY, PHYSIOLOGY AND GEOGRAPHY.

Instructor in Metal Department,

ALBERT McCLEAN,

FORGE SHOP.

Instructor in Academic Department,

B. WHEELER SWEANY,

GEOMETRICAL AND MECHANICAL DRAWING.

Instructor in Academic Department,

JOHN L. YATER, JR.,

ARITHMETIC.

Instructor in Wood Department,

*THOMAS G. FORD,

CARPENTRY AND WOOD CARVING.

Instructor in Metal Department,

JOHN T. ROBINSON,

SHEET METAL WORK.

Instructor in Academic Department,

RICHARD H. UHRBROCK,

ALGEBRA.

Instructor in Wood Department,

*GEORGE M. GAITHER,

CARPENTRY.

Instructor in Academic Department,

EDWARD S. KINES,

HISTORY, ENGLISH AND ORATORY.

Instructor in Academic Department,

*WARREN S. SEIPP,

FREE HAND DRAWING.

Instructor in Academic Department,

.....

GERMAN.

Instructor in Military Science,

.....

*Graduates of this School.

THE COURSE OF STUDY. (General.)

The combined course of study covers three years, and the school time of the students is about equally divided between mental and manual exercises. One hour per day is given to drawing, one hour and a half to shop-work and three hours to the usual academic studies.

The course of study embraces five parallel lines, as follows:

- First—A course in English and German Language and Literature; Composition, Social Science and History.
- Second—A course in Science and applied Mathematics, including Geology, Physics, Chemistry, Physiology, Mensuration, Book-keeping and Engineering.
- Third—A course in pure Mathematics, including Arithmetic, Algebra, Geometry and Trigonometry.
- Fourth—A course in Free Hand, Architectural and Mechanical Drawing, Designing and Penmanship.
- Fifth—A course in tool instruction, including Carpentry, Wood-Carving, Wood-Turning, Pattern-Making, Moulding, Soldering, Brazing, Vise and Machine-shop work, Printing; care and management of steam engines and boilers, and military drill.

GRADUATES.

Antes, Edwin H.	Holmes, Wm. L.
Baer, John P.	Hooper, Frank B.
Borie, Frank J.	King, Edgar N.
Branch, B. Harrison	Langford, John
Burbank, Leonard,	Liepman, Louis
Butler, Wm. C., Jr.	Miller, Joseph C.
Dawson, John W., Jr.	Miller, Robert M.
Duncan, Royal R.	Mullen, Joseph
Durling, Chas. R.	Rose, Wm. H.
Deutsch, Isidor	Singewald, Albert G.
Eisenbrandt, Walter H.	Soine, Wm. H.
	Straus, Wm. E.

RECIPIENT OF ALUMNI MEDAL,
ROYAL R. DUNCAN.

RECIPIENT OF STEAM ENGINEERING MEDAL,
WM. C. BUTLER, JR.

ROLL.

Number of students on roll December 31st, 1891.....	370
Number of students admitted from public schools.....	181
Number of students admitted from private schools.....	102
Total number in the school during the year.....	653
Number withdrawn during the year.....	245
Number graduated.....	23
	268
Number now on roll.....	385
Average enrollment during the year.....	361
Percentage of attendance for the year.....	95

Papers Relating to the Eastern Female High School.

FACULTY.

WILLIAM F. WARDENBURG,
Astronomy, Mental Philosophy, Book-keeping, Trigonometry.

MARY C. GEDDES,
Arithmetic, Geometry, Rhetoric, Composition.

LAURA V. DEVALIN,
English Literature, Physiology, Composition.

ELIZA E. NICOLAI,
English Grammar, Natural Philosophy, Composition.

MATILDA M. MULLIN,
Drawing.

LEONORA E. CARPENTER,
History, Composition.

SUE M. LOHRFINCK,
Elocution, Etymology, Composition.

MARY C. BASIL,
Arithmetic, Rhetoric, Composition.

KATE M. LEWIS,
Algebra, Literature, Composition.

THEODOCIA B. MAHON,
Algebra, Natural Philosophy, Composition, Physiology.

MARGARET GARRETT,
Algebra, Geometry, Etymology, History, Composition.

J. HARRY DEEMS,
Music.

FANNIE A. CASPARI,
German.

GRADUATES.

Adams, A. Grace
 Blankfard, Daisy E.
 Brown, Alice M.
 Brown, Edith E.
 Buchheimer, Ida
 Cathcart, Martha C.
 Cavana, Violet V.
 Cook, Martha A.
 Cooke, Ione O.
 Coyle, Ethel S.
 Dohme, Alice C.
 Dooley, Eleanor A.
 Getzendanner, Clara V.
 Greene, Nellie G.
 Gritzan, Emma
 Hatter, Anna V.
 Herzog, Ida
 Hirshberg, Helen
 Jones, Cassie J.
 Keplinger, Anie M.
 Kinnersley, Bertie J.
 Krieger, Elizabeth
 League, Mary E.
 Levi, Carrie

Mahaffey, Harriet V.
 Martin, Mary F.
 Martin, Mary G.
 Miller, Mary A.
 Mitchell, Lillian S.
 Mitchell, Mary E.
 Parke, Florence M.
 Reid, Alberta F.
 Rose, Katherine
 Rosenthal, Blanche
 Rullman, Mary C.
 Sahm, Caroline
 Schleisner, Lavinia
 Schloegel, Annie C.
 Sellens, Pauline A.
 Sherman, Katie L.
 Shoemaker, Anna M.
 Skirven, Flora
 Sommerfeld, Miriam
 Thieme, Mathilde J.
 Thurlow, Jessie G.
 Walter, Louisa S.
 Wilcox, Mary E.
 Wilson, M. Ellen

RECIPIENTS OF PEABODY MEDALS.

FIRST GRADE.

Helen Hirshberg,
 Alberta F. Reid,
 Carrie Levi,
 Florence M. Parke,
 Mary A. Miller.

SECOND GRADE.

Violet V. Cavana,	Ida Buchheimer,
Emma Gritzan,	Mathilde J. Thieme,
Clara V. Getzendanner,	Mary F. Martin,
Caroline Sahm,	Mary E. Mitchell,
Anna V. Hatter,	Mary G. Martin.

ADDITIONAL NUMBER RECEIVING TICKETS TO PEABODY LECTURES.

Anna C. Schloegel,	Elizabeth Krieger,
Ida Herzog,	Katherine Rose,
Miriam Sommerfeld,	Harriet V. Mahaffey.
Lavinia Schleisner,	Mary C. Rullman,
A. Grace Adams,	Flora Skirven.

ROLL.

Number of pupils on roll, December 31, 1891.....	355
Admitted from public schools by promotion.....	158
Admitted from public schools by examination.....	4
Admitted from private schools.....	2
Re-entered.....	2
Admitted by transfer.....	3
Total number in school during the year.....	524
Average enrollment.....	376
Average attendance (92 per cent.)	347
Number withdrawn during the year.....	49
Number graduated.....	48
Number now on roll.....	427

CLASS RECITATIONS.

Recitations Made Each Week by the Different Classes.

- K.—Mental Philosophy, 3; Trigonometry, 3; History, 2; English Literature, 2; Grammar, 2; Elocution, 2; Arithmetic, 2; Drawing, 2; Music, 2; Composition, 2; Astronomy, 2; German, 1—25.
- H, I.—Natural Philosophy, 2; English Literature, 2; Rhetoric, 2; Elocution, 1; Algebra, 4; History, 2; Geometry, 2; Book-keeping, 2; Drawing, 2; Music, 2; Composition, 2; German, 2—25.
- E, F and G.—Algebra, 4; Arithmetic, 2; Composition, 2; Drawing, 2; Elocution, 1; Geometry, 2; German, 2; History, 2; Literature, 2; Natural Philosophy, 2; Rhetoric, 2; Vocal Music, 2—25.
- A, B, C and D—Etymology, 3; Literature, 2; Elocution, 1; Algebra, 4; Arithmetic, 2; Natural Philosophy, 2; Drawing, 2; Music, 2; Composition, 2; History, 2; Physiology, 2; German, 1—25.

COURSE OF STUDY

— IN THE —

Female High Schools.

FIRST YEAR.

Algebra,
Arithmetic,
Composition,
Drawing,
Elocution,
Etymology,

German,
History,
Literature,
Natural Philosophy,
Physiology,
Vocal Music.

SECOND YEAR.

Algebra,
Arithmetic,
Composition,
Drawing,
Elocution,
Geometry,

German,
History,
Literature,
Natural Philosophy,
Rhetoric,
Vocal Music.

THIRD YEAR.

Algebra,
Book-keeping,
Composition,
Drawing,
Elocution,
Geometry,

German,
History,
Literature,
Natural Philosophy,
Rhetoric,
Vocal Music.

FOURTH YEAR.

Arithmetic,
Astronomy,
Composition,
Drawing,
Elocution,
German,

Grammar,
History,
Literature,
Mental Philosophy,
Vocal Music.
Trigonometry,
Theory of Teaching.

Papers Relating to the Western Female High School.

FAULTY.

ANDREW S. KERR, PRINCIPAL,
Mental Philosophy, Astronomy, Trigonometry and Algebra.

PAMELA A. HARTMAN,
English Literature, Composition, History.

SARA S. RICE,
Elocution, Rhetoric, Composition, Etymology.

JANE S. WILLIAMS,
Rhetoric, Algebra, Composition, Grammar.

EMMA COWMAN,
Natural Philosophy, Literature, Physiology, Composition.

HENRIETTA C. ADAMS,
History, Composition.

LOUISA C. SAUMENIG,
Geometry, Book-keeping, Literature, Algebra, Composition.

ANNA P. TUDOR,
Arithmetic, Composition, Natural Philosophy.

ANNIE O. SOLLERS,
History, Etymology, Natural Philosophy, Composition.

MARY H. THOMIZ,
Arithmetic, Physiology, Literature, Composition, Etymology.

BESSIE G. THOMSON,
Algebra, Elocution, Drawing, Composition, Literature.

ELIZA J. DAVIS,
Drawing.

FANNIE A. CASPARI,
German.

JOHN G. WEHAGE,
Vocal Music.

GRADUATES.

Adler, Gertie	Hack, Dollie	Miller, Helen D.
Avery, Elsie	Hamilton, L. Adeline	Milliken, Grace K.
Bell, Elizabeth	Hancock, Estelle	Mitchell, Lulu A.
Benser, Lucile W.	Hart, Annie Stuart	Nagle, Cora J.
Berwanger, Blanche	Heddrick, Lillian M.	Rainey, Cecilia I.
Black, Anna Linville	Heller, Nena	Rieve, Marie Th.
*Blummer, Frances E.	Herzberg, Sara	Riggs, Milcah W.
Bond, Anna L.	Hofheimer, Florence	Robinson, May S.
Brown, Estelle	Howry, Nellie Spencer	Round, Jennie C.
Buck, Lillie M.	Hulse, Lillian	Seitz, Miah E.
Burford, Gertrude	Katz, Katie	Showacre, Bessie K.
Butler, Lelia Hill	Kelley, Lillian	Smith, Gertrude H.
Butler, Lizzie Beverly	Kerr, E. Lyle	Smith, Winifred
Carnan, Maggie	King, Cora Adele	Spence, Lydia E.
Cox, Beulah G.	Lang, Eleanora	Spencer, Katharine C.
Cox, Ethel	Lautheimer, Tillie	Spencer, Eleanor Lee
Cromwell, Nellie H.	Lee, Mildred	Sterling, Eunice Blanche
Dietz, Amy G.	Levy, Deborah	Stevens, Weltha K.
Dulaney, Edith R.	Lewis, Gertrude H.	Stiefel, Birdie
Dumler, Bessie	Linthicum, Cora I.	Stubbs, Maud A.
Farrow, Bessie	Maloy, Gussie C.	Taylor, Jane E.
Goldsmith, Maud	McCoy, Florence A.	Thomas, Bertie A.
Gump, Hattie	McNamara, Ruth	Tudor, Clara Louise
Gundersdorf, Blanche C.	Meeks, Carrie I.	Wicks, Daisy B.
Gwin, Mary E.	Merryman, May S.	Wilson, M. Josie

RECIPIENTS OF PEABODY MEDALS:

FIRST GRADE.

Miss Jane E. Taylor,	Miss Nellie Holyland Cromwell,
“ E. Lyle Kerr,	“ E. Blanche Sterling,
	Miss A. Bessie Dumler.

SECOND GRADE.

Miss Eleanor Lee Spencer,	Miss Maud Goldsmith,
“ M. Josephine Wilson,	“ Gussie C. Maloy,
“ Hattie Gump,	“ Lillian Hulse,
“ Lillian M. Heddrick,	“ Katharine C. Spencer,
“ Nena B. Heller,	“ Eleanora Lang.

Additional number receiving Tickets to Lectures at
Peabody Institute:

Miss Helen Douglas Miller,	Miss Cora I. Linthicum,
“ Annie Linville Black,	“ Gertrude H. Lewis,
“ Ethel Cox,	“ Lydia E. Spence,
“ Daisy B. Wicks,	“ Marie Theresa Rieve,
“ Florence Hofheimer,	“ Bessie Farrow.

*Miss Frances Blummer by her graduating average stands 13th in her class, but not having taken the full four years' course is thereby excluded from receiving the Peabody Medal to which she would otherwise be entitled.

ROLL.

Returned after the summer vacation	289
Re-entered	12
Admitted from grammar schools	192
Admitted from private schools	3
Admitted by transfer	5
Total	501

The changes in the numerical condition of the different classes are shown in the following table:

	4th yr.	3d yr.	2d yr.	1st yr.	Total.
On roll December, 1891....	75	78	120	244	517
On roll June, 1892	75	69	96	178	418
Graduated June, 1892....	75	..	...	...	75
On roll September, 1892....	66	74	142	219	501
On roll December, 1892....	65	69	135	208	477

CLASS RECITATIONS.

Recitations Made Each Week by the Different Classes.

- M CLASS.—Mental Philosophy, 3; Astronomy, 3; Arithmetic, 1; English Literature, 2; History, 2; Composition, 1; Grammar, 1; Elocution, 2; Drawing, 2; German, 1; Music, 2; Trigonometry, 2; Theory of Teaching, 1; Preparation, 2.
- L AND K CLASSES.—Algebra, 3; Geometry, 2; Book-keeping, 2; Natural Philosophy, 2; Literature, 2; Rhetoric, 2; History, 2; Composition, 1; Elocution, 1; Drawing, 2; German, 2; Music, 2; Preparation, 2.
- I, H and G CLASSES.—Arithmetic, 2; Algebra, 3; Geometry, 2; History, 2; Literature, 2; Composition, 1; Natural Philosophy, 3; Rhetoric, 2; Elocution, 1; German, 1; Drawing, 2; Music, 2; Preparation, 2.
- F, E, D, C, B, A CLASSES.—Arithmetic, 3; Algebra, 3; Natural Philosophy, 2; Physiology, 2; History, 3; Literature, 2; Etymology, 2; Composition, 1; Elocution, 1; German, 1; Drawing, 2; Music, 2; Preparation, 1.

PAPERS RELATING TO COLORED HIGH SCHOOL.

FACULTY.

GEORGE LEWIS STALEY, PRINCIPAL,

Latin, Mental Philosophy, Moral Science, Astronomy, Physiology.

BESSIE L. RICE,

*Elocution, Literature, Trigonometry, Natural Philosophy, History,
Composition, Music.*

MARY E. HUDGINS,

History, Composition, Grammar, Rhetoric, Geometry.

NELLIE M. O'CONNOR,

Arithmetic, Algebra, Grammar, Natural Philosophy, Etymology, Literature.

ROBERTA DAVIS,

Drawing.

GRADUATES.

ANDERSON, JOHN C.

ANDERSON, CHARLES.

BROWN, HENRY G.

HALL, ISABELLE.

HAMMOND, FLORENCE.

JOHNSON, JAMES T.

SMITH, MARY L.

TRUSTY, LILLIAN.

ROLL.

Number of pupils on roll December 31st, 1891	65
Admitted from public schools	30
Admitted from private schools	1
Re-entered	1
Admitted by transfer	0
Total number in school during the year	97
Number withdrawn during the year	15
Number graduated	8
Number now on roll	74

CLASS RECITATIONS.

Recitations Made Each Week by the Different Classes.

Fourth Year.—Mental Philosophy, 2; Trigonometry, 2; History, 3; Literature, 2; Grammar, 2; Elocution, 2; Arithmetic, 1; Drawing, 1; Latin, 3; Music, 1; Composition, 1; Astronomy, 2; Moral Science, 1; Algebra, 1—24.

Third Year.—Natural Philosophy, 2; Literature, 2; Rhetoric, 2; Elocution, 1; Algebra, 1; History, 3; Geometry, 2; Drawing, 1; Latin, 3; Music, 1; Composition, 1; Grammar, 2; Arithmetic, 1—22.

Second Year.—Algebra, 2; Arithmetic, 2; Composition, 1; Drawing, 1; Latin, 3; Geometry, 2; History, 3; Literature, 3; Natural Philosophy, 2; Rhetoric, 2; Music, 1; Etymology, 1; Grammar, 1—24.

First Year.—Etymology, 2; Literature, 3; Elocution, 1; Algebra, 2; Arithmetic, 2; Physiology, 1; Natural Philosophy, 2; Drawing, 1; Music, 1; Composition, 1; History, 3; Latin, 4; Geometry, 1—24.

COURSE OF STUDY

— IN THE —

COLORED HIGH SCHOOL.

FIRST YEAR.

Etymology,	Drawing,
Literature,	Music,
Elocution,	Composition,
Algebra,	History,
Arithmetic,	Latin,
Physiology,	Geometry.
Natural Philosophy,	

SECOND YEAR.

Algebra,	Drawing,
Composition,	Geometry,
Latin,	Literature,
History,	Natural Philosophy,
Rhetoric,	Etymology,
Music,	Grammar,
Arithmetic,	Elocution.

THIRD YEAR.

Literature,	Elocution,
Rhetoric,	Arithmetic,
Algebra,	Geometry,
History,	Latin,
Drawing,	Composition,
Music,	Grammar.
Natural Philosophy,	

FOURTH YEAR.

Mental Philosophy,	Moral Science,
History,	Trigonometry,
Literature,	Algebra,
Grammar,	Elocution,
Arithmetic,	Drawing,
Latin,	Music,
Composition,	Astronomy.

Papers Relating to Colored Manual Training School.

FACULTY.

Acting Principal,
WILLIAM R. RYAN,
DRAWING AND ENGINEERING.

First Assistant,
SAMUEL T. LESTER,
HIGHER MATHEMATICS AND ENGLISH.

Instructor in Academic Department,
FRED. D. J. KAESMANN,
SCIENCES AND ENGLISH.

Instructor in Wood Working,
CHARLES J. P. SCHMIDT,
CARPENTRY, PATTERN MAKING AND WOOD TURNING.

Instructor in Metal Department,
JOHN E. AULD,
FORGE SHOP.

THE COURSE OF STUDY. (General.)

The complete course of study covers three years, and the school time of the students is about equally divided between mental and manual exercises. One hour per day is given to drawing, two hours to shop work, and two and a-half hours to the usual academic studies.

The course of study embraces five parallel lines, as follows:

- First:—A course in English Language and Literature ; Composition, U. S. Constitution and Civil Government, and Ancient and Modern History.
- Second:—A course in Science and applied Mathematics, including Geology, Physics, Chemistry, Physiology, Mensuration, Book-keeping, Commercial business, Type-writing and Engineering.
- Third:—A course in pure Mathematics, including Arithmetic, Algebra, Geometry and Trigonometry.
- Fourth:—A course in Free Hand, Architectural and Mechanical Drawing, Designing and Penmanship.
- Fifth:—A course of tool instruction, including Carpentry, Wood-carving, Wood-turning, Pattern-making, Moulding, Soldering, Brazing, Vise and Machine shop work, Printing ; care and management of steam engines and boilers, and military drill. There are also a post-graduate course in Mechanical Engineering, and a Preparatory Department.

ROLL.

SCHOOL OPENED SEPTEMBER 5TH, 1892.

Number of students admitted from public schools.	101
Number of students admitted from private schools.	4
Total number in school during the year.....	105
Number withdrawn during the year....	12
Number now in school.....	93
Percentage of attendance for the year.....	80.4

Grades for Primary Schools.

(September, 1885.—As Amended to February, 1893.)

FIRST GRADE. FIRST YEAR.

READING.—First half year.—Use objects or pictures, blackboard, slates, Fisher's card and reading chart. From the beginning lead the pupils to associate words with the things, qualities, or actions of which they are the representatives. First present the object to their attention and then the word that names it. After a few simple words have been learned in this way, combine each object-word with other simple words to form sentences which the pupils are to be taught to read. Continue this exercise with a series of simple object-words. In all new sentences present repetitions of word-forms previously learned and introduce new words gradually. Teach writing from the first, beginning with small letters of the simplest forms, as wholes, and afterward combining the letters to form simple words. Give much repetition in new combinations of letters previously learned. Use the reading chart after the written forms of a few words have been thoroughly taught. Begin with script instead of printed words.

Second half year.—American Educational Reader No. 1. Supplementary reading to repeat word-forms in new sentences. Continue to practice writing words and sentences and reading them. In this and all subsequent reading work take special care to see that the thought to be expressed is in the mind of the pupil before requiring him to read aloud. Insist upon a distinct and audible utterance, and correct pronunciation. Pupils must not be permitted to acquire the habit of dawdling or reading disjunctively. Teach them to see whole phrases and to speak them as wholes. The articles *a*, *an* and *the* and the unemphasized little words *in* and *to*, etc., should be pronounced as unemphasized prefixes. For example, *a float*, *a boat*, should be spoken as single words, like *a float*, *about*, etc. Never allow the too common fault of hesitating in learning to read. Make the pupils familiar with the matter of each reading lesson by conversation and explanation, so as to lead them to read it at sight. To this end the new words of each lesson should be written on the blackboard and fully explained. The pupils should also be required to copy them into sentences before allowing them to read the lesson. Oral spelling from the reading lesson.

ARITHMETIC.—First half year.—Teach numbers from one to twenty. Second half year.—Teach to one hundred. Develop the *idea* of number, as wholes; with objects, numeral frame, marks, etc. While doing this do not at first permit the pupil to *count* unless the objects to be counted are actually present. Treat each number above one with all possible combinations of the preceding numbers to produce it by adding, and with its separations by subtracting them from it—

First. With objects, numeral frame, marks, etc., without figures.

Second. With objects and figures.

Third. Mentally with abstract numbers.

Fourth. With simple practical examples.

Train the pupils to recognize the number at sight without conscious effort at counting, as they recognize the words, *day*, *man*, etc. Encourage the children to talk, but require their answers to be full and complete sentences.

Miscellaneous examples for rapid solution by adding and subtracting.

Appleton's First Lessons in Numbers to be used in oral teaching in all the grades. Follow closely the methods of the author, intended to develop arithmetical knowledge.

SLATE WORK.—First half year.—Addition, the result to be no greater than 20; second half year, no greater than 100. Teach coins from one cent to twenty, inclusive; pint; quart; inch.

In advanced classes of this grade, the teacher is expected to carry the pupils as far as the condition of the class will warrant. Such a class, properly graded, should be able to accomplish the work of the first half-year of the second grade.

LANGUAGE.—Purpose: to accustom pupils to express what they know in correct forms of speech. Oral exercises from objects and pictures connected with the reading and observation lessons, including the lessons in numbers and whatever the ingenuity of the teacher may suggest.

PENMANSHIP.—Begin with the thirteen small letters, combining them into short, easy words. Be careful that the copies set are in good writing. After the pupils are able to write fairly well exercise them in copying easy sentences. Require them to read what they have written. The idea of form and symmetry is to be required at this point, rather than the making of nice lines. The copying of printed forms from books as an exercise must not be allowed.

DRAWING.—As prescribed for the grade.

MUSIC.—As prescribed for the grade.

SECOND GRADE. SECOND YEAR.

READING AND SPELLING.—American Educational Reader No. 2. Supplementary reading. Exercises in articulation and pronunciation. Written and oral spelling from the reading lessons. A few short pieces of suitable poetry carefully learned and frequently recited. Require the pupils to write the words before spelling them orally by letters. Accustom pupils in written spelling to recognize all the characters in the word-forms, such as the *apostrophe*, etc. Require them to memorize the alphabet as an acquisition for future use. Observe directions in previous grade.

ARITHMETIC.—Combinations and separations of numbers to one thousand.

Adding, subtracting and multiplying—

First. Without figures.

Second. With figures, using no amounts or minuends greater than one thousand or multipliers greater than nine. Roman numerals to C.

Coins continued. Pint, quart, gallon. Pint, quart, peck and bushel. Hour, day, week, month and year. Dozen. Inch, foot and yard. Ounce and pound.

SLATE WORK.—Write and read numbers containing six figures. Addition, subtraction and multiplication with not more than three figures as a multiplier. Simple practical problems. Teach well the multiplication table through 9x12. Illustrate the construction of the table with objects, the numeral frame, etc. Give oral drills in rapid combinations of numbers.

LANGUAGE.—Work of first grade continued. Short stories told or read to the pupils, and reproduced by them orally. Pupils to give expression to thoughts suggested by objects and pictures or by observation lessons.

PENMANSHIP.—First half year.—Review the writing of the small letters, and teach the writing of all the capitals and all the marks of punctuation. Give daily practice in writing words and sentences taught in the language and reading lessons. Give exercises in writing from dictation and transforming printed language into script. Accept no careless work.

Second half year.—Practice in movements of the arm, hand and figures with the pen held correctly, using suitably ruled copy-books for such work—

First. Copying from the black-board or from slips.

Second. Writing selections in script from the reading book.

Third. Words, phrases, sentences and short stories from dictation.

DRAWING.—As prescribed for the grade.

MUSIC.—As prescribed for the grade.

THIRD GRADE. THIRD YEAR.

READING.—American Educational Reader No. 3. Exercises in articulation and pronunciation. Written and oral spelling selected from the first thirty-four lessons of the American Educational Reader No. 3, and lessons Nos. 36, 38, 41, 43, 45, 47, 50, 52, 54, 56, 57, 60, 64, 67, 70, 72, 74 and 76. A few appropriate selections of poetry carefully read, learned and frequently recited. Observe directions in previous grades.

ARITHMETIC.—The text book in this grade is to be used for *reading* and *thinking* as well as for drill work.

Writing and reading integers to and including millions. Miscellaneous exercises in addition, subtraction, multiplication and division of integers. In long division, the divisor not to exceed four figures.

Multiplication table reviewed and continued through 12x12. Roman numerals to M, and ordinal numbers as needed in connection with the reading and other lessons.

Coins previously studied and paper currency. Second, minute, hour, day, week, month and year. Time of day by the clock. Units of dry and liquid measure previously studied, thoroughly reviewed. In this grade the ground rules—addition, subtraction, multiplication, and division—thoroughly reviewed; collateral practice with exercises for rapid execution—adding columns of figures, etc.

PENMANSHIP.—Practice in movements of the arm, hand and fingers with the pen held correctly. Use practice paper one hour a week. One writing book or its equivalent, completed each half year. Copying from the blackboard. Writing selections and dictation exercises in blank books.

LANGUAGE.—Work of second grade continued with oral and written exercises, short stories read silently and then reproduced orally and in writing; stories written from pictures; letter writing begun.

GEOGRAPHY.—Second half year.—Give conversational lessons on plants, animals, people of different countries and climates, traveling by land and water, etc. Teach the natural divisions of land and water. Cardinal points of the compass. Names of the hemispheres, continents, oceans, and grand divisions. General idea of our own country, state and city. Make the study interesting to the pupils, and endeavor by all means to create in their minds clear conceptions of geographical terms. Use the lessons of the book as reading and thinking lessons. All terms and definitions should be learned with accuracy after they are clearly understood. Examination in this study taken from sections (1) Direction, (2) Distance and Measuring, (3) Using a Scale, (4) Natural Divisions, (5) Township, City Schools, (6) Climate, (10) Occupations of Men, (11) Government, and (13) Shape of the Earth.

DRAWING.—As prescribed for the grade.

MUSIC.—As prescribed for the grade.

In all the grades make a list of words that pupils most frequently mispronounce, and drill them in their correct pronunciation; also give frequent and thorough drill upon words containing the vowel sounds properly grouped and arranged.

Particular attention should be paid to addition in all the grades. See that pupils perceive readily the sum of integers without resorting to the counting process.

Lessons to develop ideas of—

(1) *Color.*—Red, orange, yellow, etc.

Form.—Sphere, cylinder, cube, etc.

Place.—On, above, under, before, etc.

Size.—Large, small, great, little, etc.

Qualities of objects.—Rough, smooth, sweet, etc.

(2) *Lessons on the human body.*—Parts, use and movements, etc.

(3) *Familiar plants.*—Flower, leaf, stem, root, etc.

Animals.—Cat, dog, horse, cow, etc.

Things.—Objects in the school room, etc.

The lessons on this subject should be purely oral, with conversational illustrations. One hour a week, at such times as may be most suitable.

Principals are authorized and expected to promote to higher grades during the year such pupils as shall evince ability to pursue the studies of the higher grades.

In this course of study more attention should be given to language and reading than to abstract work ; and it is expected that principals will see that their assistants understand and follow closely the directions given in the present schedule.

The perceptive faculties should be brought into prominent exercise, as this is the law of childhood and youth. The disposition to discover impels them to activity. Hence the teacher to be successful with children, must accustom them *to do* and discover for themselves. Train the eye to see, the ear to hear, the hand to do, and through these the mind to think.

Grades for Grammar Schools.

(September, 1886.—As Amended to February, 1893.)

FOURTH GRADE. FOURTH YEAR.

LANGUAGE.—Newell's Third Reader. At least five exercises of an hour each per week. Spell the words contained in the first half of Newell's Third Reader. Composition at least once a week—mistakes carefully corrected and explained. Letter-writing. Abstracts of lessons, stories, etc.—orally and in writing. Capitalization and punctuation. Correction of faulty expressions (oral and written), and mispronunciations. Develop a knowledge of the parts of speech, the subject nominative, the predicate verb, and the objects of verbs and prepositions, through the study of the simple sentence. Supplementary reading. One writing-book or its equivalent, completed each half year. Recitation of appropriate selections.

HISTORY.—First half of Eggleston's First Book of American History.

ARITHMETIC.—Written and mental. Addition, subtraction, multiplication and division of U. S. money (no decimal divisors or multipliers). Denominations, *in common use*, of dry measure, long measure, liquid measure, and time, with examples involving their practical application. Common fractions to multiplication. Endeavor to make pupils quick and accurate in working examples in the simple rules.

GEOGRAPHY.—Elementary. New England States and North America. Draw, from memory, map of North America. Frequent drills upon the outline maps.

DRAWING.—As prescribed for the grade.

MUSIC.—As prescribed for the grade.

SCIENCE.—Dulany's Health Primer. To be used as a supplementary reader.

FIFTH GRADE. FIFTH YEAR.

LANGUAGE.—Newell's Fourth Reader. At least five exercises of one hour each per week. Supplementary reading. Spell the words in the speller from page 15 to page 31. Special attention to be given to correct forms of speech, both spoken and written. Exercises in composition, letter-writing, etc., the same in kind as those of the fourth grade adapted to the capacity of the pupils of this grade—mistakes carefully corrected and explained. Continue the development of a knowledge of the parts of speech, through the study and analyzation of the simple sentence. Conjugation of verbs, in the indicative mode, active voice, simple form. Declension, person, and number. Pupils of this grade should understand the use of capitals, periods, the question mark, quotation marks, and should have some knowledge of the use of the comma and the apostrophe. One writing-book or its equivalent, completed each half year. Recitation of appropriate selections.

HISTORY.—Second half of Eggleston's First Book of American History.

ARITHMETIC.—Written and mental. U. S. money. Common fractions and decimals. Continue the exercises involving the tables studied in the fourth grade. Explain at the blackboard how the common denominations of square measure are derived from those of long measure, and teach the denominations of square measure *in common use* with simple examples involving their practical application. Frequent practice in the four rules, especially addition.

GEOGRAPHY.—Elementary. Middle Atlantic States, United States, South America. Draw, from memory, maps of Maryland and South America. Frequent drills upon the outline maps.

SCIENCE.—Dulany's Physiology. To be used as a supplementary reader.

DRAWING.—As prescribed for the grade.

MUSIC.—As prescribed for the grade.

SIXTH GRADE. SIXTH YEAR.

LANGUAGE.—Newell's Fourth or Fifth Reader. History of Maryland. Supplementary reading. At least five exercises one hour each per

week. Spell the words in the speller from page 31 to page 46. The work of the fifth grade in composition continued, including reproductions of lessons in reading, geography, history and physiology—mistakes carefully corrected and explained. Special attention to be given to correct forms of speech, both spoken and written. The study and analysis of simple and complex sentences. The gender, person, number, and case of nouns and pronouns; the classes of nouns and pronouns; the comparison of adjectives and adverbs; the voice, and conjugation of verbs. Punctuation. One writing-book or its equivalent, completed each half year. Recitation of appropriate selections.

HISTORY.—Eggleston's History of the United States to Chapter XXIII.

ARITHMETIC.—Written and mental. Compound numbers. Explain at the blackboard and by cubes how the common denominations of cubic measure are derived from those of long measure. Teach the pupils to perform with ease and accuracy operations in the simple rules and fractions. Practical examples involving the rules taught.

ALGEBRA.—To page 46, section 80.

GEOGRAPHY.—Higher. Southern States. Central and North Central States. Europe. Draw, from memory, maps of Maryland and Europe. Frequent drills upon the outline maps.

SCIENCE.—Dulany's Physiology. One lesson a week. Teach the portions relating to hygiene and the nature of narcotics and alcoholic stimulants.

DRAWING.—As prescribed for the grade.

MUSIC.—As prescribed for the grade.

SEVENTH GRADE. SEVENTH YEAR.

LANGUAGE.—Newell's Fifth Reader, and the History of Maryland. Spell the words in the speller from page 46 to page 61. Supplementary reading. Constitution and Bill of Rights of Maryland to be used as supplementary reading at least once in two weeks. Reading compositions and other written exercises. Work of the preceding grades in composition continued, including descriptions, and abstracts of lessons

in reading, geography, history and physiology. Business letters. The study and analysis of simple complex and compound sentences. Properties of the parts of speech continued: voice, mode, tense, and the use of auxiliaries. Principles of syntax explained and illustrated. Paragraphing. Special attention to the correct forms of speech both spoken and written. Punctuation. One writing-book or its equivalent, completed each half year. Making out bills. Recitation of appropriate selections. Declamation.

HISTORY.—Eggleston's History of the United States to chapter XXXVII, reviewing sixth grade.

ARITHMETIC.—Written and mental. Percentage, profit and loss, interest, ratio and proportion, discount and partnership. Practical business examples involving the rules which have been taught.

ALGEBRA.—To page 135.

GEOGRAPHY.—Rocky Mountain and Pacific States. Europe reviewed. Africa. Draw, from memory, maps of Maryland and Africa. Frequent drills upon the outline maps.

SCIENCE.—Dulany's Physiology. One lesson a week.

DRAWING.—As prescribed for the grade.

MUSIC.—As prescribed for the grade.

EIGHTH GRADE. EIGHTH YEAR.

LANGUAGE.—Newell's Sixth Reader and the History of Maryland. Supplementary reading. Constitution of the United States and the Declaration of Independence to be used as supplementary reading at least once in two weeks. Reading original compositions. Work of the seventh grade in composition continued. Outlines prepared for original composition. The study and analysis of sentences continued. Properties and inflections of words. Principles of syntax. Paragraphing. Special attention to the correct forms of speech, both spoken and written. Common roots, prefixes and suffixes, and compounds. Exercises in writing to be connected with book-keeping and composition. Recitation of appropriate selections. Declamation.

HISTORY.—Complete Eggleston's History of the United States, reviewing the sixth and seventh grades.

ARITHMETIC.—Written and mental. Finish the book, giving particular attention to the subjects taught in the preceding grades, and the following: commission and brokerage, involution, evolution, mensuration (in connection with this subject review square and cubic measure), single entry book-keeping.

ALGEBRA.—Teach through quadratic equations.

GEOMETRY.—To book V, omitting book III.

GEOGRAPHY.—Asia, Oceania and Maryland. Draw, from memory, maps of Maryland and Asia. Frequent drills upon the outline maps.

SCIENCE.—First half year—Physics to acoustics. Second half year—Dulany's Martin's Human Body.

DRAWING.—As prescribed for the grade.

MUSIC.—As prescribed for the grade.

GRADES IN GERMAN
FOR THE
ENGLISH-GERMAN SCHOOLS.

(March, 1886.—As Amended to April, 1891.)

N. B.—Classes in which Klemm's text books are still in use will follow the grading as prescribed for those books.

FIRST GRADE. FIRST YEAR.

READING AND SPELLING (oral).—Goebel's First Reader, page 1 to 24 (No. 47) inclusive.

WRITING.—Copy script letters, words, and sentences from the black-board.

LANGUAGE.—Refer to corresponding English grade.

MEMORIZING.—Appropriate selections.

SECOND GRADE. SECOND YEAR.

READING.—Goebel's First Reader, from page 24 to end. No. 14 (first division) and No. 3 (second division) optional.

SPELLING.—Goebel's First Reader, from page 27 to 48 inclusive.

LANGUAGE.—Refer to corresponding English grade.

MEMORIZING.—Appropriate selections.

THIRD GRADE. THIRD YEAR.

READING.—Goebel's Second Reader, page 1 to 74 inclusive.

SPELLING.—Goebel's Second Reader, page 1 to 39 inclusive.

LANGUAGE.—Refer to corresponding English grade.

TRANSLATION.—Exercises on pages 92-96.

MEMORIZING.—Appropriate selections.

PENMANSHIP.—Taught in connection with written exercises.

FOURTH GRADE. FOURTH YEAR.

READING.—Goebel's Third Reader, from page 1 to 76 inclusive.

SPELLING.—Goebel's Third Reader, from page 1 to 47 inclusive.

TRANSLATION.—Exercises on pages 103-107.

GRAMMAR.—The five declensions of nouns; comparison of the descriptive adjective and its declensions (in the pos. degree), when preceded by the article or a demonstrative or possessive adjective.

LANGUAGE.—Refer to corresponding English grade.

FIFTH GRADE. FIFTH YEAR.

FIRST HALF YEAR.

READING.—Kreis IV, pages 1-60.

TRANSLATION.—Exercises under IV, pages 1-21.

GRAMMAR.—Declensions of adjectives finished; declension of personal pronoun; conjugation of „sein," „haben," „werden," (indicative), and prepositions governing the dative.

LANGUAGE.—Refer to corresponding English grade.

PENMANSHIP.—Taught in connection with written exercises.

SECOND HALF YEAR.

READING.—Kreis IV, page 61 to end.

TRANSLATION.—Exercises under IV, pages 21-41.

GRAMMAR.—Review the preceding grades. Teach declension and use of relative and interrogative pronouns, entire conjugation of the auxiliaries and regular verbs, prepositions governing the accusative.

LANGUAGE.—Refer to corresponding English grade.

PENMANSHIP.—Taught in connection with written exercises.

SIXTH GRADE. SIXTH YEAR.

FIRST HALF YEAR.

READING.—Selections from Kreis V.

TRANSLATION.—From Kreis V, part second to page 123.

GRAMMAR.—Review. Teach separable, inseparable, reflective, impersonal and irregular verbs. Prepositions with genitive and dative, or accusative. Simple sentences.

LANGUAGE.—Refer to corresponding English grade.

PENMANSHIP.—Teach from written exercises.

SECOND HALF YEAR.

READING.—Selections from Kreis V.

TRANSLATION.—From Kreis V, second part to page 134, inclusive.

GRAMMAR.—Review preceding grades. Easy compound and complex sentences.

LANGUAGE.—Refer to corresponding English grade.

PENMANSHIP.—To be taught daily in connection with all written exercises.

SEVENTH GRADE. SEVENTH YEAR.

FIRST HALF YEAR.

READING.—Selections from Kreis VI, pages 1-65.

TRANSLATION.—From second part of Kreis VI, pages 128-141 (omitting lessons 13, 18, 19).

GRAMMAR.—Review. Complex sentences continued; compound sentences; punctuation.

LANGUAGE.—Refer to corresponding English grade.

PENMANSHIP.—Taught in connection with all written exercises.

SECOND HALF YEAR.

READING.—Selections from Kreis VI, pages 65-127.

TRANSLATION.—From second part of Kreis VI, pages 141-155 (omitting lessons 28-33).

GRAMMAR.—Complex and compound sentences continued. Order of words in sentence. Punctuation.

LANGUAGE.—Refer to corresponding English grade.

PENMANSHIP.—Taught in connection with all written exercises.

EIGHTH GRADE. EIGHTH YEAR.

FIRST HALF YEAR.

TRANSLATION.—From second part of Kreis VII, lessons 1, 2, 3, 5, 8, 11, 12, 14, 15, 17, 18, 23.

GRAMMAR.—Analysis—substantive, adjective and adverbial clauses. Review.

RECITATION.—Appropriate selections from Kreis VII. (Lyric and Epic poetry, pages 125–154): N. B.—A short sketch of the author's life should be given by the teacher.

LANGUAGE.—Refer to corresponding English grade.

PENMANSHIP.—Taught in connection with all written exercises.

SECOND HALF YEAR.

TRANSLATION.—Kreis VII, from lessons 25, 29, 31, 37, 39, 66, 69, 72, 78, 81, 82, 84, 87.

GRAMMAR.—General review. Rendering of the English participle, modal auxiliaries and their English equivalents, passive voice, etc.; e. g.—“No stopping here!” “It is to be hoped he will pass his examination.” “They spoke of his owing them a large sum of money.” “I was followed.” “He is to be induced to sign the note.” “What are you going to do with it?” etc., (c. f. pp. 231–233 of reader).

READING.—Selections from Kreis VII.

RECITATION.—(German drama, etc.) Models on pp. 148–154, Kreis VII.

LANGUAGE.—Refer to corresponding English grade.

PENMANSHIP.—Taught in connection with all written exercises.

N. B.—Spelling is to be taught in each of the grades in connection with all written exercises.

LIST OF BOOKS

— USED IN THE —

PUBLIC SCHOOLS.

FOR BALTIMORE CITY COLLEGE.

- Allen (F. D.)—Euripides' *Medea*.
Allen (W. F.)—New Latin composition.
Allen & Greenough—Ovid.
Alexander—Moral science.
Alden—Science of government.
Boise—Homer's *Iliad* (first six books).
Bolmar (A.)—French verbs.
Brandt—German grammar.
Barker—College chemistry.
Brooks—Higher arithmetic.
Bowser—Analytical geometry.
Chase (R. H.) Maclean's *Horace*.
Chase & Stuart—Virgil's *Æneid*; Horace; Cæsar's *Commentaries*; Sallust (with lexicon); Cicero's orations (with lexicon); and Livy.
Collier (W. F.)—History of the British Empire.
Crittenden—Blanks for new elementary book-keeping.
DeFivas—Elementary French reader.
Dulaney—Martin's elementary human body, and Bill of Rights and Constitution of Maryland.
Dana—Text book of geology (revised).
Eliot & Storer—Qualitative chemical analysis.
Ely—Political Economy.
Fleming & Tibbins—French dictionary (abridged).
Flagg—Demosthenes' *Hellenic Orations*.
Goethe—*Egmont*.
Goodwin (W. W.)—Greek grammar and Greek reader.
Gildersleeve—Latin grammar; Latin reader; New Latin primer, and Latin exercise book.

- Gage—Elements of Physics.
Herodotus—Book VII (Butler).
Haven (J.)—Mental philosophy.
Hepburn—Manual of rhetoric.
Harrington (C. S.)—Plautus.
Heath—New German dictionary.
Joynes—Otto—Introductory German lessons.
Jones—Greek prose composition.
Johnston—United States History.
Joynes—Schiller's *Der Geisterscher*.
Kendrick—Xenophon's Anabasis, with vocab.
Keetel—French series.
Kendrick (J. B.)—Greek at sight.
Liddell & Scott—Greek-English lexicon (abridged).
Lessing—*Minna von Barnhelm* (students' classic German plays).
Lounsbury—English Language.
Lockyer—Astronomy.
Loomis (E.)—Calculus.
Lippincott—Gazetteer of the world, with supplement (sheep).
Myers & Allen—Ancient History, part I.
Noel & Chapsal—French literature.
Norton—Natural philosophy.
Newell—Revised sixth reader.
Ollendorff—New French method (Value).
Olney—General geometry and calculus.
Packard—New manual of book-keeping and correspondence.
Prang—System of Drawing.
Quackenbos—History U. S. for schools; First lessons in composition, and Advanced composition and rhetoric.
Ray—New higher algebra.
Remsen—Organic chemistry, and Briefer course in chemistry (Am. Sci. Series).
Spiers & Surene—French dictionary (12 mo.)
Shepherd (H. E.)—History of the English language.
Schiller—*Neffe als Onkel* (revised)—Al.
Smith—Smaller history of Rome and History of Greece (students' series).
Shaw (T. B.)—New history of English Literature.
Spencerian—Copy books.
Sargent—Standard Speaker.
Tyler (W. S.)—Tacitus' histories.
Tomlinson—Latin for sight reading.
Upham—Mental philosophy (abridged).
Van Daell—Heine's *Die Harzreise*.

- Voltaire—History of Charles XII (18 mo.)
 White (J. W.)—First lessons in Greek.
 Wilson (W.)—The State.
 White (J. T.)—Latin-English and English-Latin lexicon.
 Whitney (W. D.)—Brief German grammar; William Tell, and Essentials of English grammar.
 Westlake—How to write letters.
 Wentworth (G. A.)—Plane and solid geometry (revised); Plane and spherical trigonometry and surveying with tables, and Surveying and navigation with tables.
 Webster—Dictionaries: International and High School.
 Zacho—New American speaker.

FOR FEMALE HIGH SCHOOLS.

- Adler—Progressive German reader.
 Anderson (J. J.) Manual of history; School history of England; School history of France, and Popular school history of U. S.
 Bain—Composition and rhetoric.
 Boyd—Annotated poets—Milton, Thomson.
 Brooks (E.)—Geometry and trigonometry.
 Caswell & Ryan—Book II. (Barcarolle).
 Crittenden—Blanks for new elementary book-keeping.
 Dulany—Martin's elementary human body.
 Fasquelle—Colloquial French reader; Larger French course; Introductory French course.
 Harvey—Practical English grammar.
 Harvest Chorus Collection.
 Joynes-Otto—Introductory German lessons.
 Keetel—French series.
 Lockyer—Astronomy.
 Lippincott—Gazetteer of the world, with supplement (sheep).
 Murdoch—Analytic elocution.
 Mason—Fourth music reader—(Nat. music course).
 Norton (S. A.)—Elements of physics, and Natural philosophy.
 Newell (M. A.)—Revised fifth and sixth readers.
 Pinney—Progressive French reader.
 Packard—New manual of book-keeping and correspondence.
 Prang—System of Drawing.
 Quackenbos—Advanced composition and rhetoric; Higher arithmetic and Practical arithmetic.
 Ray—New elementary algebra.

- Spiers & Surenne—French dictionary (12 mo.)
 Shaw (T. B.)—Outlines of English literature, and New history of English literature.
 Upham—Mental philosophy (abridged).
 Whitney (W. D.)—Brief German grammar.
 Webb—Model etymology (new edition).
 Westlake—Common school literature.
 Webster—Dictionaries—International and High School.

FOR BALTIMORE POLYTECHNIC INSTITUTE.

- Anderson—New manual of general history.
 Peck—Ganot's popular physics (revised).
 Other books as required.

FOR THE GRAMMAR GRADES.

- Appleton—Standard elementary geography; Standard higher geography (Md. ed.), and Numbers applied.
 Bibles (12 mo. sheep) and Douay.
 Bert—First steps in scientific knowledge, parts IV and V.
 *Brooks—New mental arithmetic.
 Creery (W. R.)—Catechism of U. S. History.
 Davies (C.)—Geometry and trigonometry.
 Dulany—Bill of Rights and Constitution of Maryland; School history of Maryland; Child's Health Primer (for fourth grade as supplementary reader); Standard physiology; Martin's elementary human body.
 Eclectic—Book-keeping.
 Eggleston—New History of United States, and First book in American History.
 Harvey—Revised English grammar (for eighth grade); Revised elementary grammar; Language lessons.
 Johnston—Outline maps: E. & W. H.; U. S., Mex. and Canada; Europe; N. & S. A.; Asia; Africa; Mercator's projection.
 *Knox-Heath—Ely. lessons in English, part I.
 Lippincott—Gazetteer of the world, with supplement (sheep).
 Mason—Second and third music readers, and Music chart—Nat. music course.
 Meservey—Single entry book-keeping and blanks.
 Newell (M. A.)—Revised third, fourth, fifth and sixth readers.

*For teachers.

- Newell & Creery—Grammar school speller.
 New Graded—Fourth, fifth, and Cathcart's literary, readers—American Educational.
 *Powell—How to talk.
 P. D. & S.—System of penmanship.
 Prang—System of Drawing.
 Peabody—Fourth, fifth and sixth readers.
 Quackenbos—First lessons in composition.
 Ray—New elementary algebra.
 Swinton—New language lessons; Language primer; Third, fourth and fifth readers.
 *Southworth & Goddard—Elements of composition and grammar.
 *Smart—Free Gymnastics (for teachers of girls).
 Sunshine—Song book.
 Testaments—(32 mo. cloth) and Douay.
 "The Gem" song book.
 Wright—Nature readers, III, IV.
 Webster—Dictionaries—International and Common school.

FOR THE PRIMARY GRADES.

- Appleton—Standard elementary geography; First Lessons in arithmetic; and Reading charts.
 Butler—Reading charts.
 Bibles—(12 mo. sheep) and Douay.
 *Brooks—New mental arithmetic.
 Eggleston—First book in American history.
 Fisher—A B C chart, Cards and Table cards.
 Johnston—Outline maps: E. & W. H.; U. S., Mex. and Canada.
 *Knox—Heath—Ely. lessons in English, part 1.
 Mason—First music reader and Music chart.—Nat. music course.
 Monroe (L. B.)—Reading charts.
 McGuffey—Reading charts.
 Newell (M. A.)—Revised first, second and third readers.
 Newell & Creery—Primary school speller.
 New Graded—Readers I, II, III.—American Educational.
 New American music reader.
 P. D. & S.—System of penmanship.
 Prang—System of drawing.
 Peabody—Primer, infant, first, second and third readers.
 Swinton—Primer, first, second and third readers.

*For teachers.

*Smart—Free gymnastics.

Sunshine—Song book.

Testaments (32 mo. cloth) and Douay.

"The Gem" song book.

Wright—Nature readers, I, II, III.

†Wentworth & Reed—First steps in numbers, teachers' edition.

Webster—Dictionaries—National pictorial and primary.

FOR THE ENGLISH-GERMAN SCHOOLS.

Goebel (D)—Primer, II and III text books.

Klemm—German text books (Kreis)—IV, V, VI, VII.

Payson—German copy books.

*For teachers.

†For teachers of the first grade.

List of Stationery, &c.

FOR ALL THE SCHOOLS.

Composition (or plain copy) books, 40 pages.

Medairy's spelling blanks.

"D" slates, round corners, 6x9, 7x11, 8x12.

Ink wells, with or without covers.

Lead pencils—Eagle, Faber, Dixon H. S., and Eagle Compass.

Rubbers—Eagle Nos. 1096 and 1076.

Blackboard rubbers—Coughlin No. 4, and National No. 2.

Whiting Mills paper (cap, 12 lbs.; letter, 10 lbs., note, 6 lbs.)

Manilla paper (for drawing, 40 lbs., and for models, 100 lbs.)

Envelopes—Buff and white, small and large sizes.

Slate pencils—German, 5½ in.; soapstone, 6 in., and Eagle (in wood).

Steel pens—Gillott's genuine, Nos. 404 and 303; Esterbrook's school, No. 333; Spencerian, Nos. 1 and 5; Eagle No. 170.

Pen-holders—Eagle Nos. 2411 and 2712; Faber Nos. 2440 and 2560.

Chalk Crayons—Parmenter's, N. Y. Crayon Co's. and colored.

Mucilage—Carter's.

Ink—Maynard & Noyes's, American Standard Ink Co's fluid, Carter's black letter and fluid, Duval's black and violet.

Rulers.

Gongs—B. & H.—Principals' No. 2400; assistants', No. 2100.

Teacher's inkstands, with racks.

Roll books.

Knives for sharpening pencils—Eagle No. 2300.

Ink vents.

Recess bells.

EXTRACTS FROM STATUTES

RELATING TO THE

Public Schools of Baltimore City.

(PUBLIC LOCAL LAWS, 1888, ARTICLE IV.)

776. The Mayor and City Council of Baltimore shall have full power and authority to establish in said city a system of free public schools, which shall include a school or schools for manual or industrial training, under such ordinances, rules and regulations as they may deem fit and proper to enact and prescribe; they may delegate supervisory powers and control to a Board of Public School Commissioners, may prescribe rules for building school houses, and locating, establishing and closing schools, and may in general do every act that may be necessary or proper in the premises.

777. The Board of Commissioners of Public Schools of Baltimore City shall have power to examine, appoint and remove teachers, prescribe the qualifications, fix the salaries, subject to approval of the Mayor and City Council, and select text books for the schools of said city; provided such text books shall contain nothing of a sectarian or partisan character. They shall annually make a report to the State Board of Education of the condition of the schools under their charge, to include a statement of expenditures, the number of children taught, and such other statistical information as may be necessary to exhibit the operation of the schools. * * * * *

778. The Mayor and City Council of Baltimore shall have power and authority to make all ordinances for the protection of the school houses and property, and to punish any person who may disturb the sessions of said public schools.

779. They are hereby authorized and empowered to levy and collect upon the assessable property in said city, as other taxes are levied and collected, such amount of taxes as may be necessary to defray all the expenses incurred for educational purposes by them.

780. The Treasurer, on the warrant of the Comptroller, shall pay to the Mayor and City Council the proportion of the free school fund to which said city is entitled.

INTESTATES' ESTATES.

781. The Orphans' Court of said city shall order and direct the fund arising from intestates' estates that may be administered upon in said court, and which remain undistributed for want of legal representatives of the intestates to claim the same, to be paid to the Board of Commissioners of Public Schools.

782. The court shall not make such order until they shall be satisfied that the intestate left no legal representative living at the time of his or her death, and they shall cause the administrator of such estates to give notice, by advertisement to be inserted for such periods of time and in newspapers published in such places as they may deem necessary, that upon default of the appearance of any legal representative of the intestate by a certain day, to be fixed by the court, and named in said advertisement, the estate of said intestate will be paid to the Commissioners of Public Schools.

783. They shall, upon passing an order directing such payment, require from the treasurer of the Board of Commissioners of Public Schools, or any other officer who may be appointed by the said Board of Commissioners, or the Mayor and City Council of said city, to receive such funds, a receipt and release to the administrator for the same.

784. The release shall contain an obligation that the said funds shall be applied by the Board of Commissioners of Public Schools to the use and support of the public schools of the city of Baltimore, and shall be recorded and preserved in said court as other records are.

(PUBLIC GENERAL LAWS, 1888, ARTICLE XLIII).

31. No teacher in any school shall receive into such school any person as a scholar, until such person shall produce the certificate of

some regular practicing physician, that such an applicant for admission into the school has been duly vaccinated. Any teacher so offending shall on conviction thereof, forfeit and pay a fine of ten dollars for each offence, and no public school trustee or commissioner shall grant a permit to any child to enter any public school without such certificate, under the same penalty.

(ARTICLE LXXVII).

40. The nature of alcoholic drinks and narcotics, with special instruction as to their effects upon the human system, in connection with the several divisions of the subject of physiology and hygiene, shall be included in the branches of study taught in the common schools, and shall be taught to and studied by all pupils whose capacity will admit of it in all departments of the public schools of the State, and in all educational institutions supported wholly or in part by money from the State. * * * * The text books must be published, printed and sold in the State of Maryland.

EXTRACTS FROM ORDINANCES

RELATING TO THE

Public Schools of Baltimore City.

COMMISSIONERS OF PUBLIC SCHOOLS.

1. There shall be appointed by the two Branches of the City Council, in convention assembled, at the times and in the manner prescribed in Sections 2 and 3 hereof, twenty persons, to be called Commissioners of Public Schools, one commissioner to be selected from each of the several wards of the city; and said commissioners shall continue in office for the terms as prescribed in Sections 2 and 3 hereof; provided, that if any commissioner shall remove from the ward from which he was appointed before the expiration of his term of office, then his place in the board shall be declared vacant, and the board may declare vacant the place of any commissioner who shall absent himself from three successive stated meetings of the board, without showing satisfactory cause for his non-attendance, after having been duly notified of the same.

(By ordinance approved May 2d, 1888, it was enacted and ordained, "That from and after the passage of this ordinance the Mayor of the City of Baltimore shall be always *ex-officio* a member of the Board of Commissioners of Public Schools of said city.")

2. The Commissioners of Public Schools who shall be appointed in the month of February, 1877, shall be appointed for one, two, three and four years, which several terms of service shall be determined by lot at the first meeting and immediately after their organization by the election of a President and Secretary, as provided by Section 5 hereof; the members severally appointed for the First, Second, Third and Fourth Wards shall draw lots for their terms of service, which terms shall be one, two, three and four years respectively, as fixed by the lot then drawn; and the several members for each succeeding four wards, the wards being taken in numerical order, shall determine their terms of service in the same manner as aforesaid.

3. In the month of February, in each succeeding year, the First and Second Branches of the City Council, in convention assembled, shall elect school commissioners in place of those only whose term of office shall at that time expire, and the commissioners elected, as prescribed by this section, shall continue in office for four years.

4. The First and Second Branches of the City Council, in convention assembled, shall have power to expel a member of the Board of Commissioners of Public Schools, either for persistent neglect of duty or for conduct unbecoming a School Commissioner. Should any vacancy occur in the board by removal, resignation, death or otherwise, the unexpired term shall be filled in the same manner as provided by the preceding sections hereof.

5. Said commissioners shall meet within ten days after their election, and at their first meeting they shall proceed to the election of president from their own board, to be chosen by a majority of the whole body; also a person to act as secretary, who shall serve for one year, unless sooner removed by the board, and who shall have charge of the rooms, books, papers and documents of the board, and shall perform such clerical duties as may be required of him by its members or committees; the board shall assign the duties to be performed by him, and shall fix his salary, subject to the approval of the two Branches of the City Council. If a vacancy shall occur in the office of secretary from any cause whatever, it shall be the duty of the board to elect a person to fill said vacancy as soon as it can conveniently be done; and in all cases a majority of the commissioners shall constitute a quorum for the transaction of business.

6. Whenever a vacancy or vacancies shall occur in the Board of Commissioners of Public Schools during the session of the City Council, it shall be the duty of the president of the board to inform the Mayor of such vacancy or vacancies, who shall communicate the same to the First and Second Branches of the City Council, who shall proceed in convention, according to their respective rules, to fill said vacancy or vacancies. If a vacancy or vacancies shall occur during the recess of the City Council, by death, resignation or otherwise, it shall be the duty of the board to fill the same as soon as may be convenient, the person or persons so elected to serve until the next session of the City Council.

7. There shall be appointed by the board a suitable person to be the Superintendent of Public Instruction for the City of Baltimore, who shall be a resident of the city of Baltimore, of literary and scientific ac-

quirements and of skill and experience in the art of teaching, and who shall serve for the term of four years, unless sooner removed by the board. It shall be the duty of the superintendent to devote his time and attention entirely to the general supervision of the public schools of the city, subject to such rules and regulations as the Board of School Commissioners may establish. It shall especially be the duty of the superintendent to visit every school under the charge of the Board of Commissioners of Public Schools as often as once in each quarterly session, or four times during the academic year, to examine into its respective studies and to inquire into all matters relating to the government of the schools, such as its curriculum of studies, discipline and course of instruction pursued therein, the text-books that are used, the condition of the school houses, and to make a monthly report of the matters thus specified to the Board of Commissioners of Public Schools.

8. There shall be appointed by the said board a suitable person to be the Assistant Superintendent of Public Schools, who shall be a resident of the city of Baltimore, of skill and experience in the art of teaching, and whose term of office shall be concurrent with that of the superintendent.

9. It shall be the duty of such assistant superintendent of the public schools to aid the superintendent in the supervision of the public schools of the city; he shall visit the primary schools as often as his duties will permit, and make a report of such visits to the superintendent; he shall assist in the examination of the quarterly reports of teachers, in the preparation of the questions for the semi-annual examination of the classes of the primary and grammar schools, and be subject to such rules and regulations as the Board of Commissioners of Public Schools may establish.

10. In order to advance the interests of the schools committed to his charge, the superintendent, in conjunction with a committee of three members of the school board, shall, in the forms prescribed by the board, examine into and ascertain the qualifications of applicants for the situation of teachers, and re-examine, if necessary, any of the teachers employed in the schools under the charge of the board; and in order further to promote the cause of sound education, and to elevate the character and qualifications of the teachers, the superintendent shall, by all the means in his power, counsel and advise with the teachers in relation to their duties, the proper classification of studies, the best methods of imparting instruction, and, in general, as to the proper discipline and management of the schools under their charge.

11. The salary of the superintendent shall be fixed by the Board of Commissioners of Public Schools, subject to the approval of the two Branches of the City Council; and he shall make annually a report in writing, to the Mayor and City Council, of all matters of interest or importance in connection with the schools; and shall also, when requested, furnish to the Board of Commissioners of Public Schools of the city a written statement, showing the number of schools in the city, the number of pupils under instruction and the teachers employed therein, with such additional information in respect to the matters above specified as may be deemed advisable and necessary.

12. The salary of the assistant superintendent shall be fixed by the Board of Commissioners of Public Schools, subject to the approval of the Mayor and City Council.

13. The Register is authorized to receive, through the secretary of the board, all moneys from the teachers, and all other funds due the school board, and pay out of the funds standing in the treasury of the city to the credit of the public schools any orders that are provided for in the levy for school purposes, after having been examined by the committee on accounts and passed by the board, signed by the president and countersigned by the secretary of the Board of Commissioners of Public Schools.

14. The said Board of Commissioners of Public Schools shall have charge of the public schools in operation in the city of Baltimore, and of all such as may be in operation during their continuance in office; and it shall be their duty to employ teachers and determine their salaries; to prescribe the courses of study and the books to be used; to make all such by-laws for their own government and all such rules and regulations for the management of the schools as they may deem expedient, and to modify and repeal the same at their pleasure; provided that such by-laws, rules and regulations so made or modified be not inconsistent with the laws of the State or the ordinances of the city. And it shall further be the duty of said board, at such time as other city officers are required to report, to report to the Mayor and City Council a statement of their transactions, with an account of their receipts and expenditures during the year last passed, and their resources for the year then commenced.

15. The Commissioners of Public Schools shall have charge of all the buildings used for school purposes, and they are hereby authorized

to make all necessary repairs in the school houses of the city, provided the same shall not exceed the sum of three hundred dollars.

16. The said board is authorized and directed to rent out, except for political purposes, for such compensation as to them may seem just and reasonable, the main halls in the Eastern and Western Female High School buildings, for public purposes, at such times and under such regulations as to them may appear right and proper: provided, the same shall not be rented so as to interfere with or interrupt the regular exercises of the schools.

17. The revenue derived therefrom, as provided in the preceding section, shall be accounted for by the said board and paid over by them to the Register, who is directed to place the same to the credit of the public school fund.

18. The said board shall not employ in building, repairing or improving, or in furnishing stationery or any other kind of supplies, any member of said board; nor shall any member of said board be interested, directly or indirectly, in any contract whatever for the use of the public schools.

19. The salaries of the superintendent, assistant superintendent and secretary of the board, and of the teachers and all other persons permanently employed by the Commissioners of Public Schools, shall be paid monthly, on the last day of each month, by the City Register; and he is hereby authorized, in case of any deficiency in the collection of the school fund, or in anticipation of the levy for the same, to advance, from time to time, to said fund, such sums as shall be required for the payment of said salaries at the time when they shall be due.

20. There shall be no charge for tuition or for the use of books and stationery in any of the public schools, but it shall be the duty of the commissioners to furnish, free of all cost, to the pupils and their parents, all the necessary tuition and the use of books and stationery for the several schools, and in general whatever fuel or other supplies the schools may require—the same to be paid for from the public school fund. (Ordinance as approved October 6th, 1884.)

21. The public schools of Baltimore are designed exclusively for the education of those pupils whose parents, or in the case of orphans, whose guardians are citizens of Baltimore, or residents of Baltimore with a *bona fide* intention to become citizens.

22. The Board of Commissioners of Public Schools are hereby directed, before admitting the children of non-resident parents or guardians into the public schools of the city of Baltimore, to charge such parents or guardians the following amounts, viz: For admission to the Baltimore City College, per capita, twelve dollars and fifty cents per quarter; for admission to the Female High Schools, per capita, eight dollars per quarter; for admission to Grammar Schools, per capita, four dollars per quarter; for admission to Primary Schools, per capita, three dollars per quarter; the said amount to be paid invariably in advance, and to be paid by the School Commissioners to the Register of the City for account of the school fund; provided, however, that nothing herein contained shall be so construed as to prevent the free admission into said schools of the children of registered voters of the city who are employed by the city, in or about Druid Hill Park or the water works there situate, and who reside beyond the city limits. (Ordinance as approved April 20th, 1887.)

23. The Commissioners of Public Schools shall not admit any book or books into use in the public schools, or discontinue the use of the same after having been admitted, unless said admission or continuance be approved by a vote of a majority of the entire board in session assembled at a regular meeting of said board.

24. The said Commissioners of Public Schools are hereby authorized to receive all devises, bequests and donations which may be made for the benefit of said public schools, and all devises, bequests and donations received by said commissioners, by virtue either of this section or of any act or acts of the General Assembly of Maryland, shall be paid over by them to the Register of the City, who shall place the same to the credit of the school fund; and if any condition or conditions be prescribed in any such devise, bequest or donation, the same shall be applied under the direction of said commissioners, with the sanction of the Mayor and City Council, agreeably to the intention of the testator or donor; and if no condition be prescribed in any such devise, bequest or donation, it shall not be lawful for said commissioners to draw all or any part of the amount thereof out of the city treasury during the year in which it was received, unless the collections from the resources and levy of the school fund for said year should fall short of the estimated expenditures forming the basis of said levy, or unless it shall have been already allowed in the estimated resources of the fund for said year; otherwise the same shall be included in the estimates of the ensuing year. (See ordinance approved September 22d, 1883.)

25. The Register of the City shall demand and receive, from time to time, from the Treasurer of Maryland, from the Orphans' Court of Baltimore City, from the Commissioners of Finance, and from the Collector of the City, all such sum or sums of money as may be in their hands for the support and benefit of the public schools of the city, and he shall place the same to the credit of the public school fund.

26. All assessments for paving or repaving in front of any of the public schools or lots of ground attached thereto, and also all assessments of benefits for opening or widening any street or streets, so far as the public schools may be interested, shall be paid by the Register out of any unappropriated money in the treasury.

27. It shall not be lawful for said Board of Commissioners of Public Schools to exceed in their expenditures the amount annually appropriated therefor by the City Council; and it shall be their duty to apply the same exclusively to the several purposes, and as far as practicable, in the proportion specified in the statement of estimated expenses, on which said City Council shall have based the school fund levy for the year.

28. The Male Public High School of Baltimore shall be styled the Baltimore City College; and whenever any of the pupils of said school shall have satisfactorily completed the prescribed term and course of instruction, the Commissioners of Public Schools shall have power to confer on them testimonials in form as follows, viz: This certificate is given to ———, a pupil of the Baltimore City College, in testimony that he has pursued and satisfactorily completed the studies of the ——— course of ——— years; and said testimonials shall be signed by the president of the board, by the Mayor of the City, with the seal of the city attached, by the committee on the Baltimore City College, and by the principal, vice-principal and professors of said college.

29. Said Commissioners of Public Schools are authorized to cause said testimonials to be engraved on copper, or lithographed, with a suitable vignette, the expenses necessarily connected with the preparation of said testimonials to be paid from the school fund; provided that no commissioner or teacher shall ever charge or receive any fee or compensation for so signing said testimonials.

30. Said Commissioners of Public Schools shall have power to confer testimonials on pupils of the Eastern and Western Female High Schools, in conformity with the requisitions and provisions of the preceding two sections.

Said Commissioners of Public Schools shall have power to confer upon pupils of the colored schools, who shall satisfactorily complete the term and course of instruction prescribed for pupils of the Colored High School, testimonials as conferred upon pupils of Baltimore City College and the Female High Schools. (Approved June 8th, 1889.)

31. Whenever any pupil shall leave any of the high schools without having completed the prescribed term and course of instruction, then, and in such cases, said commissioners shall have power to confer such testimonials on said pupils as said commissioners may deem to be proper and appropriate to the occasion.

SCHOOLS FOR COLORED CHILDREN.

38. It is hereby made the duty of the Board of Commissioners of Public Schools of the City of Baltimore to organize separate schools for colored children, and to establish as many schools for the education of colored children of Baltimore city as may, in the judgment of said board, be necessary.

39. The schools to be established in accordance with the provisions of this ordinance shall be subject to such rules and regulations as may be prescribed by the said board in its discretion.

LIBRARIES.

41. There shall be established at the Baltimore City College, and at each of the two Female High Schools, a library for their use, without charge, under such regulations as may be adopted by the Board of Commissioners of Public Schools.

42. The selection of the books, which shall be only of an instructive and moral character, shall be made by the said commissioners, or a committee appointed by them for the purpose, and no book deemed by them to be injurious to the morals of the pupils, or of a sectarian character, whether obtained by purchase or donation, shall be admitted in said libraries; and all books purchased under any future ordinance or resolution of the City Council or otherwise, for this purpose, shall be subject to the restrictions herein contained.

PEABODY PRIZES.

43. The Commissioners of Public Schools of the City of Baltimore are hereby authorized to accept and receive the premiums given by the

Trustees of the Peabody Institute to the Baltimore City College and the Female High Schools, as specified in Mr. Peabody's letter to his trustees, and to have the same distributed from time to time in such a manner as they shall deem most conducive to the benefit of the schools and the objects of the donor.

MANUAL TRAINING SCHOOLS.

AN ORDINANCE APPROVED OCTOBER 20TH, 1883, ENACTS AS FOLLOWS:

That the Board of Commissioners of Public Schools of Baltimore City be, and they are hereby, authorized and directed to establish in the city of Baltimore, in some convenient locality, as near the centre of the city as possible, a school for manual training, under such name or title as said board shall select; that said school shall be open to the children of the citizens and *bona fide* residents of the city of Baltimore, and that the admission to said school shall be regulated by the law now existing for the admission of pupils to the public schools of the city of Baltimore, except in so far as changed by this ordinance; that the age and qualifications for admission to said school shall be fixed and prescribed by the said school board; provided, that the fee for the use of tools and materials for pupils who are the children of residents or citizens of Baltimore shall not exceed one dollar each per scholastic quarter; that pupils from other places may be admitted to said school upon such terms and conditions and upon payment of such fees as said board shall prescribe.

An ordinance nearly identical with the above, providing for a Manual Training School for Colored Children, was approved February 16th, 1892.

INTESTATES' ESTATES.

(ORDINANCE APPROVED SEPTEMBER 23D, 1883.)

Section 1. Be it enacted and ordained by the Mayor and City Council of Baltimore, That all funds which, from and after the approval or final passage of this ordinance, shall be paid to or received by the City Register, or in any other way, or through any other person or persons, passed over and transferred to the Mayor and City Council of Baltimore, pursuant to the provisions of Sections 6, 7, 8 and 9 of Article XLIII of the Baltimore City Code, title "Schools," sub-title "Statutes," sub-division "Orphans' Court," and of Section 25 of said article, sub-

title "Ordinance," sub-division "Commissioners of Public Schools," shall be held subject to the order of the Board of Commissioners of Public Schools of the City of Baltimore, in like manner as the funds derived from taxation for said purposes are held, and such funds as may be thus received are hereby declared to be a separate and distinct revenue, to be applied to the use and support of the public schools, in addition to the annual tax levied and the annual appropriation made for that purpose.

Sec. 2. And be it further enacted and ordained, That it shall be the duty of the City Register to notify and inform the Board of Commissioners of Public Schools, by a communication in writing, whenever any funds arising from the aforesaid source shall be hereafter received by him, and the amount of the same.

Sec. 3. And be it further enacted and ordained, That whenever said Commissioners of Public Schools shall intend to apply any portion or all of the aforesaid funds hereafter received from intestates' estates, the warrant or order drawn for said funds, or any portion thereof, shall show upon its face that it is drawn upon said funds, and it shall be the duty of the City Comptroller and the City Register to keep a separate account of all receipts and disbursements for said special and specific fund.

AN ORDINANCE TO PREVENT THE SPREAD OF DISEASE,¹

APPROVED FEBRUARY 21ST, 1880, ENACTS AS FOLLOWS:

That it shall be the duty of all physicians who may be in attendance in any family whose child or children may be attending any of the public schools of this city, which family may have a case or cases of scarlet fever, diphtheria, measles, small-pox, chicken-pox, whooping cough, or any other contagious disease, to give a certificate of the same to the parents or parent of the child or children so diseased as soon as the disease is developed; and it shall be the duty of the parents or parent, as soon as the physician certifies that contagious disease exists in his, her or their house, to notify the principal of the school attended by his, her or their children within twenty-four hours. That if there be no physician attending in cases of disease mentioned in this ordinance, it shall be the duty of the parents or parent to report the disease to the principal of the school attended by his, her or their child or children within twenty-four hours from the time the disease is known to be con-

tagious. That if any parent or physician shall notify any public school teacher of the city that any contagious disease exists in any family whose child or children are attending any of the public schools of this city, then it shall be the duty of the principal of the school to exclude the child or children of said family from the school until the attending physician certifies that all danger from contagion has passed. That if any teacher or teachers reside, board or lodge in any house where a child or children in such house is suffering with any contagious disease, of which fact the said teacher has been cognizant, then it shall be the duty of said teacher to certify to the same to a member of the school board, and such teacher shall not perform his or her duties in any public school in this city until a physician attending such case or cases of contagious disease shall certify that all danger from contagion has passed. Failure to comply with the provisions of this ordinance will subject the offender to a fine of ten dollars.

ORDINANCE No. 119, OF MAY 25TH, 1880, ENACTS AS FOLLOWS:

When scarlet fever, diphtheria, measles, small-pox, chicken-pox, whooping cough, or any other contagious disease, has existed in any family whose child or children have been attending any of the public schools of the city, which child or children had not been attended by any practicing physician, then it shall be the duty of any vaccine physician who may be applied to for a certificate that all danger from contagion has passed, to visit the premises, if in his district, where said child or children had been sick, and if there should exist no danger from contagion he should give the certificate applied for free of charge.

(See also the Statute relating to vaccination).

AN ORDINANCE TO AUTHORIZE THE BOARD OF SCHOOL COMMISSIONERS TO APPOINT A SUPERINTENDENT OF SUPPLIES,

APPROVED APRIL 8TH, 1886, ENACTS:

That the Board of School Commissioners be, and they are hereby, authorized and directed to appoint, annually, at the same time that the secretary of the said board is elected, a suitable person, a citizen of Baltimore, who shall be known as the Superintendent of Supplies. That it shall be his duty, under the instructions from the Board of School Commissioners, to supervise, take care of, and have general con-

trol of all furniture, stoves, furnaces, fuel, repairs and other incidental supplies which are now in possession of the board, or which may be purchased by order of the board, be responsible to the board for their condition, and report from time to time as the board may direct, and perform such other duties with reference thereto as may be required by the board.

PURCHASE OF SUPPLIES.

AN ORDINANCE, APPROVED APRIL 1ST, 1891, REPEALS THE ORDINANCE OF APRIL 27TH, 1886, AND ENACTS AS FOLLOWS:

That the Board of Commissioners of Public Schools shall advertise for proposals in the purchase of all supplies for said schools to the amount of fifty dollars and over, and that said proposals shall be opened in the presence of the City Comptroller, the City Register and a Committee of said Board, who together shall constitute a board to award all contracts except those for musical instruments, which shall be awarded as follows: The said Board of Commissioners of Public Schools, or its committee on music, shall select not less than three responsible and reputable manufacturers of the class of instruments required, and shall designate by proper specifications the character and style of the instrument to be furnished, and shall receive bids from those selected, which shall be opened before the above board of award, and the said board of award shall award the contract, in its discretion, to the lowest, or next to the lowest bidder, for such a period as it may think proper, not to exceed five years. That in awarding all other contracts the committee of the Board of Commissioners of Public Schools shall have one vote, the Comptroller one vote, and the Register one vote; but in awarding contracts for musical instruments each member of the committee on music shall have one vote, the Comptroller one vote, and the Register one vote.

AN ORDINANCE TO AUTHORIZE THE BOARD OF SCHOOL COMMISSIONERS TO EMPLOY COLORED TEACHERS FOR SCHOOLS SET APART FOR COLORED YOUTHS.

(APPROVED MAY 3D, 1888).

Section 1. Be it enacted and ordained by the Mayor and City Council of Baltimore, That the Board of School Commissioners be, and they are hereby, authorized and directed in all colored schools to be hereafter established, and in all colored schools in any territory hereafter an-

nexed to Baltimore city, to appoint teachers of the colored race as instructors in such public schools set apart for colored youths; provided that they be shown, by examination or such other test as is applied to white teachers, to possess the necessary moral and intellectual qualifications therefor.

Sec. 2. And be it further enacted and ordained, That it shall be the duty of the Superintendent of Public Schools to hold a public examination on or before September 1st, 1888, to which all colored applicants for teachers' positions may and shall be admitted, and to hold such other examinations as may from time to time be hereafter required.

Sec. 3. And be it further enacted and ordained, That all such applicants who pass a satisfactory examination shall be certified by the Superintendent of Public Schools to the Board of School Commissioners, and that said Board of School Commissioners shall appoint the persons so certified to positions as teachers in all colored schools hereafter established and set apart for the colored race, and also in all such schools in any territory hereafter annexed to Baltimore city.

Sec. 4. And be it further enacted and ordained, That the schools hereafter established for colored children shall be supplied with the colored applicants so certified to the extent of the number applying, before teachers of any other race shall be employed in such schools; provided, however, that in no case shall teachers of the white race be employed in any school in which colored teachers are employed.

Sec. 5. And be it further enacted and ordained, That the salaries paid to such colored teachers shall be equal to those now paid to white teachers for similar service in the colored schools.

Sec. 6. This ordinance to take effect at the beginning of the regular school session in September, 1888.

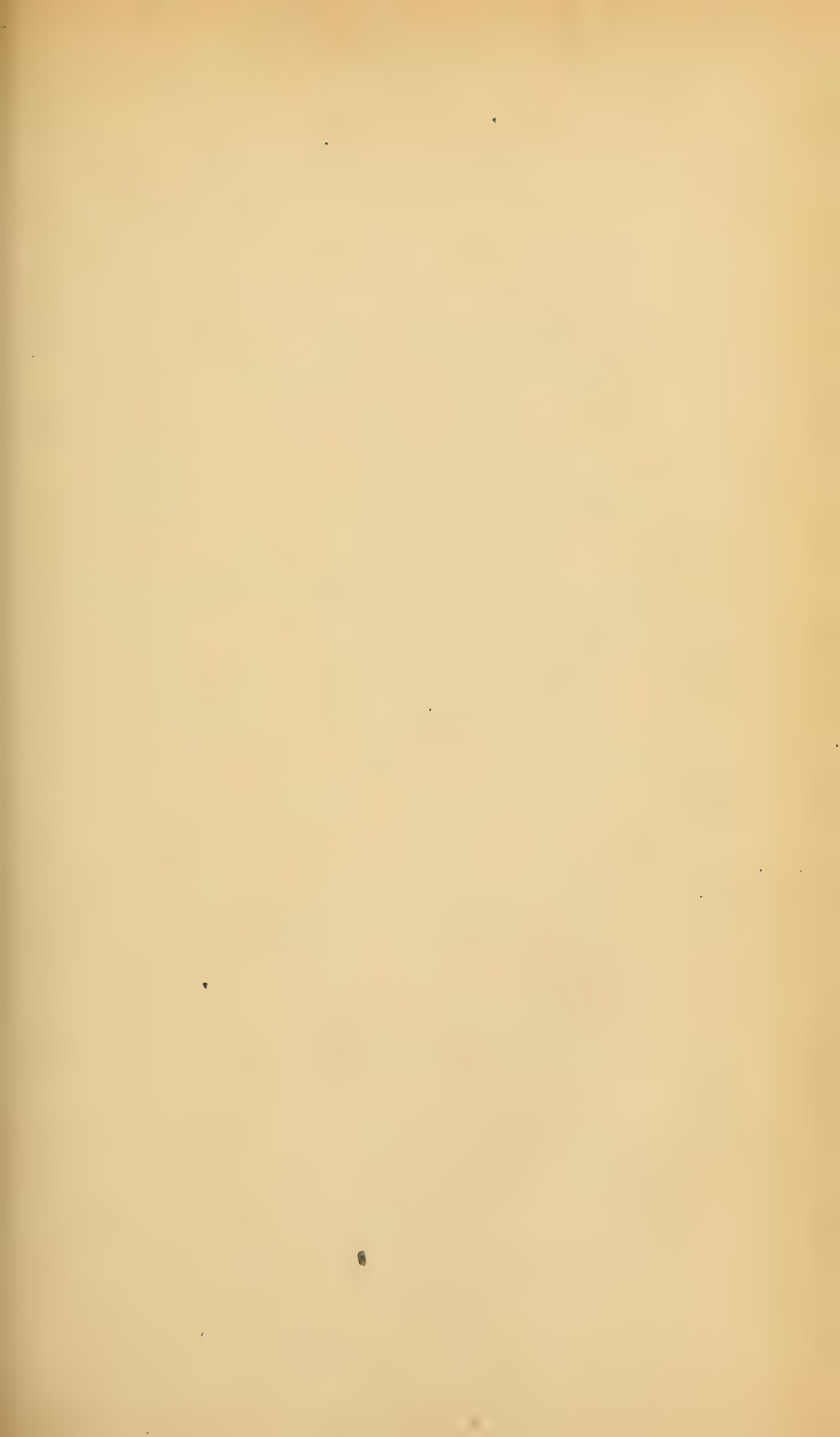
Sec. 7. And be it further enacted and ordained, That all ordinances or resolutions, or parts of ordinances or resolutions, inconsistent with this ordinance, be, and the same are hereby, repealed.

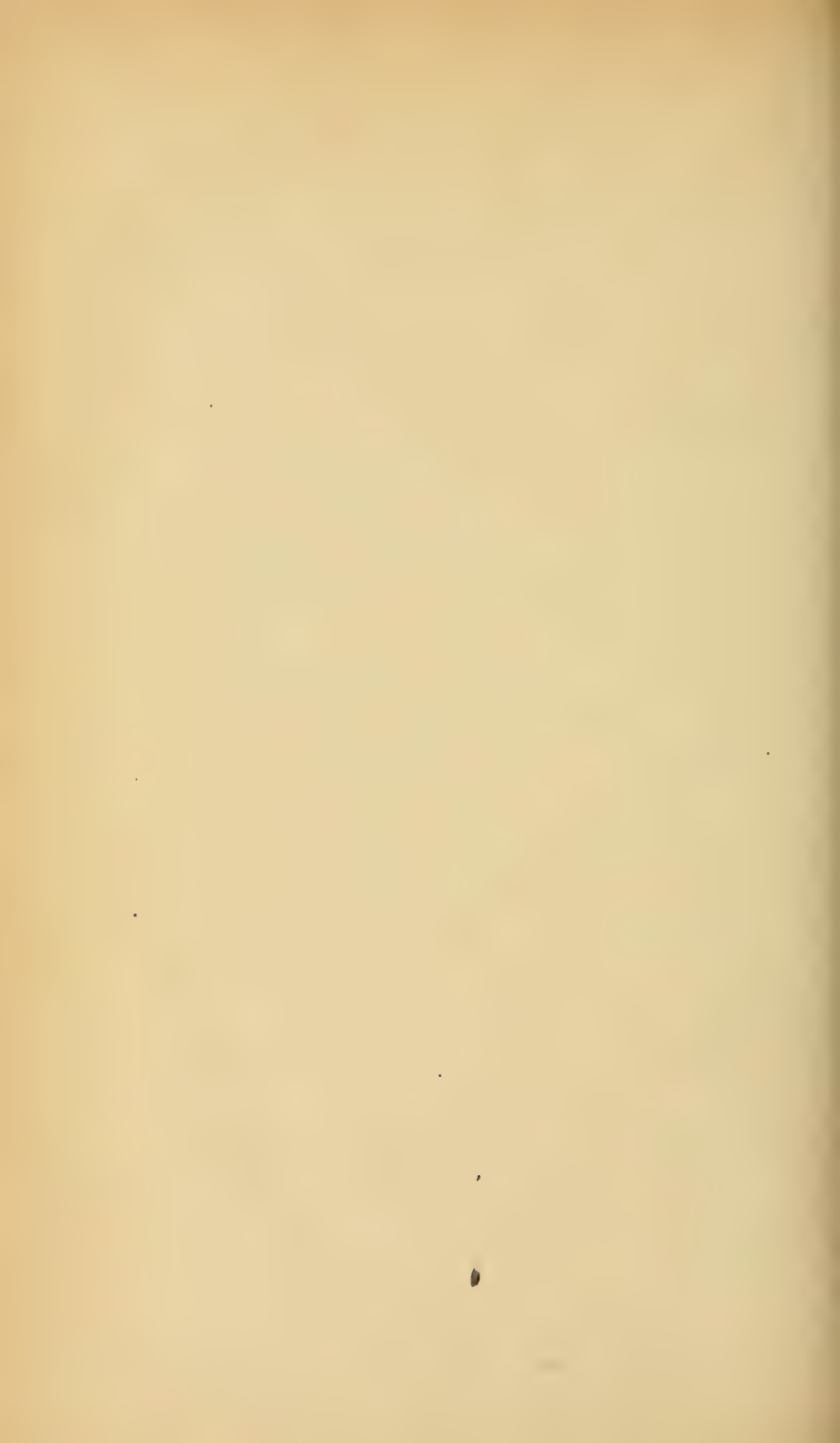
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REPORT

— OF THE —

Commission to Investigate the Affairs

— OF THE —

Western Maryland Railroad Company

— AND THE —

INTEREST OF THE CITY THEREIN,

— TO —

The Mayor and City Council of Baltimore,

— TOGETHER WITH THE REPORTS OF —

STEPHEN LITTLE, Expert Accountant, and H. T. DOUGLAS, Expert Engineer, employed by the Commission
to aid in the Investigation.

MAY 15th, 1893.

REPORT

— OF —

C. MORTON STEWART, President.

MENDES COHEN,

FERDINAND C. LATROBE, Mayor.

JAMES R. HORNER, Comptroller.

JOHN A. ROBB, Register.

A Commission Appointed November 21st, 1892, to Investigate the Affairs of the Western Maryland R. R. Co., and the Interest of the City of Baltimore therein.

REPORT.

BALTIMORE, May 10th, 1893.

*To the Honorable the Mayor and
City Council of Baltimore.*

GENTLEMEN :

The Commission appointed by joint resolution of the Mayor and City Council of Baltimore, approved November 21st, 1892, "to investigate the financial condition of the City's interest in the Western Maryland Railroad Company, and also the City's interest in the Western Maryland Railroad Company in every particular, and to report at their earliest convenience to the Mayor and City Council," begs leave to present its second and final report.

The joint resolution referred to expressly directs that the scope of said examination shall extend to the physical condition and equipment of said road, and into its prospective commercial advantages to the City under its present management, and empowers the Commission to employ such expert and clerical assistance as it may deem proper in said investigation.

The Commission accordingly secured the services of Major H. T. Douglas, Civil Engineer, Member American

Society of Civil Engineers, as engineer expert, and of Mr. Stephen Little, formerly of Baltimore, now of New York, as expert accountant, to aid it in the investigation.

Major Douglas, recently Chief Engineer of the Baltimore and Ohio Railroad Company, is well known in this community as an engineer of experience and ability.

Mr. Little, formerly and for twelve years Comptroller and Auditor of the Erie Railroad, is the Comptroller of the Denver and Rio Grande Railroad Company, with headquarters in New York, and is regarded as one of the best accountants to be found in that city. The Commission was only enabled to obtain his services by the considerate courtesy of Mr. George Coppel, Chairman of the Denver and Rio Grande Railroad Company, who granted him temporary leave of absence for the purpose of making this investigation.

The Committee has also taken the statements of various persons whose knowledge of the operations of the railroad might throw light upon the subject, which may be referred to further on.

PHYSICAL CONDITION OF THE PROPERTY.

The Commission availed itself of the facilities of a special train arranged for its convenience by President Hood, of the Western Maryland Railroad, and, accom-

panied by the two experts, made a detailed examination of the entire line of the Western Maryland Railroad and Branches.

It is gratified at being able to report that the line is in good condition throughout, and gives evidence of close, careful and, it is believed, economical management.

The equipment, locomotives and cars, generally speaking, is of recent construction, fairly up to the standard of modern requirement, and in good order; the renewal of rolling stock and general improvement of the property, for which the Mayor and City Council stipulated in the loan for this purpose of \$684,000, under ordinance approved May 10th, 1882, having been thoroughly done.

The full report made to the Commission by the engineer expert is filed herewith, and will be found to give more specific information in regard to the condition of the road and equipment.

FINANCIAL CONDITION OF THE CITY'S INTEREST IN THE WESTERN MARYLAND RAILROAD.

As the connection of the City's finances with this railroad company has existed for some thirty years or more, it seems proper to give a condensed account of the origin and growth of this connection for the purpose of rendering more intelligible the exhibit, presently to be made, of the present condition of this financial relation.

Act of
May 27th,
1852.

An Act of the Legislature of Maryland, passed May 27th, 1852, incorporated the Baltimore, Carroll and Frederick Railroad Company, and granted to it power to construct a railroad from the City of Baltimore, or from a suitable point on the Baltimore and Susquehanna Railroad (now the Northern Central Railway), to the town of Westminster, and thence westwardly to some point on the Monocacy river in the direction of Hagerstown, with a capital stock not to exceed one million of dollars, and with authority to borrow not over two hundred thousand dollars. It contained a provision making the Act void if the road were not commenced in three years from the date of passage of this Act of Incorporation, and finished in ten years from time of commencement.

Act of
March 21st,
1853.

By an Act of the Legislature, passed March 21st, 1853, the title of the corporation was changed to the WESTERN MARYLAND RAILROAD COMPANY.

Act of
May 30th,
1853.

By an Act of the Legislature, passed May 30th, 1853, authority is given to the Western Maryland Railroad Company to issue the bonds of the company to an amount of one million of dollars, in addition to the amount authorized by the charter, to bear interest not exceeding six per cent., and redeemable in 1870.

Act of
May 10th
1856.

The road appears not to have been commenced within the charter limit of time, and an Act of the Legislature, passed March 10th, 1856, waives any cause of forfeiture of the charter, provided the road be com-

menced within six years and finished within twelve years from the passage of this Act of extension.

By an Act, passed March 9th, 1858, the time of redemption of the bonds authorized by a former Act is changed from 1870, and they are made redeemable prior to or within the year 1890. Authority is also given to secure payment of any part of this issue by a second mortgage on the road and machinery.

Act of
March 9th,
1858.

Authority is also given to extend the road to any point within the limits of the State, west of Hagerstown.

Under these several Acts proceedings were had. The company was organized and subscriptions to the stock obtained. Surveys were made and the road was commenced, under the presidency of the late Robert M. Magraw, by reconstructing, under an arrangement with the Baltimore and Susquehanna Railroad Company (now Northern Central Railway Company), the virtually abandoned Green Spring Branch of the latter company, diverging from the Northern Central at the Relay station (now known as Hollins), and extending through the Green Spring Valley to Owings Mills.

In September 1858 the Western Maryland Railroad Company executed its first mortgage to secure \$600,000 of bonds, bearing six per cent. interest and redeemable in 1890.

The sale of a portion of these bonds at 80 per cent., together with the stock subscriptions secured, enabled

the road to be opened from the Relay to Owings Mills on August 11th, 1859.

On the 29th November, 1859, the City's aid was for the first time invoked by a memorial from the Western Maryland Railroad Company to the Mayor and City Council of Baltimore, asking the City to endorse the company's bonds to the extent of \$200,000.

Act of
February
17th, 1860.

Ordinance
No. 68, ap-
proved
July 23d,
1860.

Under authority of an Act of the Legislature passed February 17th, 1860, the Mayor and City Council of Baltimore, by ordinance approved July 23d, 1860, enacted that the Register should endorse the mortgage bonds of the railroad company, both first and second mortgage, to an amount aggregating \$500,000, and to be issued in installments regulated by and in proportion to the progress of the work.

Under the provisions of this ordinance, the City guaranteed during the year 1861, of first mortgage coupon bonds, the sum of \$175,000, and in 1862 a further sum of \$25,000.

These funds enabled the construction to be completed to Union Bridge, where the progress of the road was stopped for some years.

Although the ordinance last referred to authorized the endorsement of an amount of second mortgage bonds, the only endorsement or guarantee so far made was upon the \$200,000 of first mortgage bonds, as already stated.

An Act of the Legislature of Maryland, passed March 8th, 1864, empowers the Mayor and City Council of Baltimore to endorse or guarantee the second mortgage bonds of the company to an amount not exceeding \$300,000.

Act of
March 8th,
1864.

Under this authorization the Mayor and City Council, by an ordinance approved May 18th, 1864, amended ordinance approved July 23d, 1860, and directed the Register to endorse the second mortgage bonds of the railroad company to an aggregate amount of \$300,000, and to be so endorsed rateably per mile for the whole number of miles lying on the route adopted, between Union Bridge and the border of Washington county.

Ordinance
No. 73, ap-
proved
May 18th,
1864.

The Legislature of Maryland, by an Act passed January 27th, 1866, authorized the Mayor and City Council to subscribe and pay for capital stock of the railroad company to an amount not exceeding \$200,000.

Act of
January
27th, 1866.

And by an ordinance approved March 15th, 1866, the Mayor of the City of Baltimore was directed to subscribe to four thousand shares of the capital stock of the Western Maryland Railroad Company, at the par value of fifty dollars each, and stipulating that the money derived from the subscription shall be expended in the construction of the road from Union Bridge to the line of division between the counties of Frederick and Washington, and further directing that the subscription shall be paid in City six per cent.

Ordinance
No. 16, ap-
proved
March 15th
1866.

stock at par, redeemable after July 1st, 1890. In compliance with this ordinance there was issued and paid to the railroad company, Baltimore City six per cent. stock of 1890 to the amount of \$200,000.

The City guaranteed under the ordinance of May 18th, 1864, second mortgage bonds during the year 1867, to the amount of \$150,000, and of the same bonds during the year 1868 to the amount of \$150,000.

Ordinance
No. 57, ap-
proved
June 2d,
1868.

By ordinance of June 2d, 1868, for the purpose of facilitating the borrowing of further funds to complete the road, the Mayor and City Council of Baltimore waived the priority of its lien under the second mortgage, in favor of a loan to be issued by the railroad company to the amount of \$600,000, to be known as the preferred second mortgage bonds, but to which the City did not itself then subscribe.

With this aid the work of construction seems to have been actively resumed, for in his annual report of 1868, President Wendell Bollman announces that six additional miles of road are in operation to Big Pipe Creek, 46 miles from Relay. In this same report it is stated that the interest on the various loans has been promptly met, and that the floating debt has been paid off.

Notwithstanding the flattering hopes held out by this report, they were not realized, and again application was made to the Mayor and City Council for further relief.

A committee of the City Council was appointed to investigate the company's affairs, which was effected under its direction in April, 1869, by the late Charles P. Manning as its civil engineer, and the late H. P. Mowinkle as its accountant.

The report must have been satisfactory, for by an ordinance approved June 12th, 1869, the Register and Commissioners of Finance are instructed to raise the sum of one million dollars by the pledge or hypothecation of a sufficient number of shares of the stock of the Baltimore and Ohio Railroad Company, held and owned by the City.

Ordinance
No. 42, ap-
proved
June 12th,
1869.

President Bollman states in his Annual Report for 1869 that this aid was not realized, action by the Commissioners of Finance to comply with the provisions of the ordinance having been stopped by injunction of the courts. The report deplores the stoppage of the work, and records that the company had been unable to furnish means to pay interest coupons falling due 1st July, 1869, and of which fact it had given notice to the Mayor and City Council of Baltimore and to the Commissioners of Washington County, that they might be duly enabled to protect their respective endorsements.

The Mayor and City Council once more came to the aid of the company, and by Ordinance No. 11, approved January 21st, 1870, enacted that the Register should endorse the six per cent. bonds of the Western Maryland Railroad Company, redeemable January 1st, 1900, to an amount of \$1,400,000.

Ordinance
No. 11, ap-
proved
January
21st, 1870.

The ordinance stipulates that the company shall agree to procure an amendment to its charter, increasing the number of Directors, so that the City shall have in the Board a majority of three Directors. It also sets apart \$200,000 to be exclusively devoted to the construction of the new line from Owings Mills to Fulton Station, Baltimore.

There were endorsed of these bonds, known as third mortgage bonds, in the year 1870, \$500,000, and in the following year, 1871, \$650,000.

This aid and the improved credit thereby given to the railroad company enabled it to open the road to Mechanicstown on the 28th December, 1870, and to Sabillasville on the 28th August, 1871.

President George M. Bokee, who, on the 19th April, 1870, succeeded President Bollman, reports that the necessary work to complete an entirely *independent line* from Baltimore to Williamsport is under contract.

It may be proper here to explain what is meant by *independent line*.

The eastern terminus of the road being, as heretofore stated, at the Relay station of the Northern Central Railway, seven miles from Baltimore, the Western Maryland Railroad Company was dependent upon the Northern Central Railway for its connection with the City and for its terminal facilities. The charge for this service was deemed so onerous that the construc-

tion of an independent line to the City was undertaken, as required by Section 8, of the Ordinance No. 11, of 1870, and for this was made the special appropriation reserved by Section 9, of same ordinance.

There appears to have been but a limited market for the guaranteed third mortgage bonds of the issue under ordinance of January 21st, 1870, for we note that the Mayor and City Council found it necessary to pass an Ordinance No. 10, approved January 17th, 1872, as a supplement to the ordinance of January 21st, 1870, with this preamble :

“Whereas, it has been represented that the funds at the disposal of the Western Maryland Railroad Company are insufficient, * * * and it has been found impossible to dispose of the bonds of said company, although endorsed by the Mayor and City Council of Baltimore, except at rates far below the price of City stock, to which, as far as the City's liability is concerned, they are in all respects equivalent, &c.”

By this ordinance, Sections 5, 6, 7, 8 and 9, of the ordinance of January 21st, 1870, were repealed, and it was further enacted by Section 2, that when the Western Maryland Railroad Company surrenders to the Mayor and City Council of Baltimore bonds of said company amounting to \$275,000, already endorsed by the Mayor and City Council, as provided by the ordinance to which this is a supplement, and issued to said company, and shall also have released

Ordinance
No. 10, ap-
proved
January
17th, 1872.

to the Mayor and City Council of Baltimore all rights of said company in \$250,000 additional of said bonds, endorsed with the said guarantee, but yet remaining in the hands of the Mayor and Commissioners of Finance, * . * . * these officers may issue stock of the City to the amount of one million of dollars, and deliver same to said company, bearing interest at rate of six per cent. and redeemable January 1st, 1902. Section 3 stipulates as a condition, an obligation by the railroad company, that it will pay the principal and interest on this stock as the same fall due. Section 4 stipulates that the proceeds of the sale of this stock shall be applied exclusively to the completion of the construction of the Western Maryland Railroad as an independent road from Baltimore to Williamsport, and the equipment of same.

Under this ordinance the guaranteed bonds	
of	\$1,400,000
were reduced by the surrender for	
cancellation of bonds in the	
hands of the railroad company..	\$275,000
and in the hands of the City.....	250,000
	\$525,000
Leaving outstanding of third mort-	
gage bonds endorsed by the City,	\$875,000
and there was issued City six per cent. stock to the	
amount of \$1,000,000.	

This most effective aid enabled the work to be pushed at all points under the Presidency of Mr.

James L. McLane, and the immediate direction of its able engineer, Mr. Wm. R. Hutton, and on the 3d August, 1872, trains were running to and from the permanent passenger station in Hagerstown.

The next investment of the City in the securities of this railroad was under Ordinance No. 23, approved April 10th, 1873, by which the Commissioners of Finance were authorized and directed to purchase for the sinking fund certain of the prior lien bonds of the company, and under its provisions there were purchased from the company its second mortgage preferred bonds to amount of \$178,500, and also all the railroad company's interest in \$200,000 of the third mortgage bonds which had been retained by the Register under the provision of Section 10 of the ordinance of January 17th, 1872. For these two lots of bonds the City paid to the railroad company the sum of \$320,000.

Ordinance
No. 23, ap-
proved
April 10th,
1873.

The work continued to be pressed with energy, and on the 17th December, 1873, the road was formally opened from Fulton Station, Baltimore, to Williamsport, under the presidency of the late Alexander Rieman, Mr. Wm. R. Hutton being the chief engineer.

Under authority of ordinance approved June 2d, 1874, the Commissioners of Finance purchased in that year for the sinking fund, coupons past due and unpaid of the first mortgage bonds to the

amount of.....	\$43,125
In 1875 similar coupons to amount of.....	24,246
And in the following years to amount of....	4,371
An aggregate of.....	\$71,742

which unpaid coupons of the first mortgage bonds are still retained in the sinking fund.

With the completion of the new entrance to the City at Fulton Station, the old line, via Green Spring Valley to the Relay, was by agreement surrendered to its former owner ; but the Western Maryland Railroad appears to have been no better off than before. Its terminus at Fulton Station, too far away from the business centre of the City, was practically inaccessible. The proposed charge for the use of the tunnel was deemed too onerous, and an attempt seems to have been made to work the traffic between Fulton and the City by drayage of the freight, and carrying the passengers over a street railway, extending to Pennsylvania avenue, where it connected with other City lines, and which the report of President Rieman for the year 1873 states to be owned by the company. This piece of track, known as the tramway, was shortly thereafter abandoned and the material sold.

The Annual Report for the year 1874, Col. J. M. Hood being then President and General Manager, states that pending negotiations with the Baltimore and Potomac Railroad Company for the use of the tunnel, a reconnaissance had been made for a connection with the Union road, then independently owned, via Woodberry and the left bank of Jones' falls, but had been temporarily abandoned owing to a disposition on the part of the Baltimore and Potomac Railroad Company to co-operate in through arrangements, and a trackage agreement is stated to have been effected with that company.

In the same report to the stockholders of the company it is stated "it is not the policy of your Directors to rest satisfied with a road to Williamsport, but in view of the great importance to yourselves and the City of Baltimore, steps will be taken as early as practicable to secure two important extensions or branches, which if successful, will make the Western Maryland one of the important roads of the country, and will be the means of largely promoting the growth and trade of the City, &c." * * * "To keep the scale balanced, your road should be pushed into Pennsylvania and be made to ramify with its branches every accessible region."

It having been concluded that the road was to obtain access to the business center by way of the tunnel, a City terminal depot became essentially necessary. A suitable location therefor was recognized in what has since become the Hillen Station, and President Hood says in his Annual Report for 1875, "but how to make this coveted site available * * * was the question most difficult of solution." "The plan of applying to the City for aid, though not remarkable with the company for novelty, nor the last to suggest itself, was acted upon."

This application was successful, and by an ordinance approved May 24th, 1875, the Commissioners of Finance are authorized to use any moneys in hand, not exceeding two hundred thousand dollars, in the purchase of property sufficiently described, and in the erection

Ordinance
No. 97, ap-
proved
May 24th,
1875.

thereon of a plain substantial passenger and freight depot with appurtenances. The same to be leased by the Mayor and City Council to the Western Maryland Railroad Company for ninety-nine years, renewable forever, at an annual rent of sixteen thousand dollars, payable in monthly installments. The ordinance further provides, that one-eighth part of said rent shall be set apart as a sinking fund, on which interest shall be allowed to the company at six per cent., and which fund may be applied at any time before or when it equals the amount of the principal, in the purchase for the railroad company of the reversion on said property.

There was expended by the City for this purpose :

In 1875	\$105,578 68
In 1876	90,791 23
In 1877	765 25
In 1878	2,115 48
In 1879	749 36
	\$200,000 00

The same report announces "during the year a contract was entered into with the Baltimore and Potomac and Northern Central Railways for the use of their tunnel and tracks between Fulton Station and a central depot, to be provided by this company, with the right to use Calvert Station for passengers and freight until an independent depot could be provided."

This contract, which is dated 1st May, 1875, and which is executed on the part of the Western Maryland Railroad Company by its present executive, is made perpetual by its terms. Its effect at the present time will be discussed hereafter.

The same report deprecates a spasmodic and premature attempt at payment of interest, the policy of the management being to place the road in safe and satisfactory condition with every reasonable auxiliary, believing that the payment of interest then judiciously begun could be proceeded with uninterruptedly.

It suggests that while the outlay of further capital upon the road is not recommended to the City of Baltimore, yet the material interests of the City are so allied to and dependent on development to be effected by the extended Western Maryland Railroad, that every citizen should fully understand the situation. "It is therefore hoped, that by a willingness on the part of the City to dispose of its interest on favorable terms, some of the numerous inquiring capitalists may be induced to take the matter up, with satisfactory guarantee of an early prosecution and completion of the road to Johnstown."

In the Annual Report for 1876 reference is made to the policy of the Company as announced in the report of 1874 to spare no effort to create or encourage new feeders for a trunk line which has been secured at such cost, and which has a capacity for many times its

present business. In this connection it is deemed proper to mention the probability of early connections with the Harrisburg and Potomac and the Hanover Junction, Hanover and Gettysburg Road, which when accomplished must of themselves add largely to the business of the road and the trade of Baltimore.

The Annual Report for 1877 states that steps have been taken to organize an undertaking, to build a road under the title of the Baltimore and Cumberland Valley Railroad, from a point on the Western Maryland Railroad, two and a half miles east of Smithsburg, via Waynesboro to Chambersburg. This road, when finished, it is proposed to lease to the Western Maryland Railroad Company, at a rental based upon a percentage on its cost, "and paid, as is the rent for Hillen Station, before any net revenue would be set aside for the payment of interest even upon the first mortgage bonds."

Reference is made to "the rumors that have been current of late, to the effect that an effort would be made with the next City Council of Baltimore to induce a sale by the City of a controlling interest in this Company, to parties interested in strangling new enterprises, projected in the interest of the trade of Baltimore, and opposed to that of a rival city." These are stated to "have been almost as hurtful in their effects as though such a suicidal policy by the City were actually contemplated."

Ordinance No. 22, approved April 3d, 1879, authorized the Finance Commissioners of the City of Baltimore to fund certain coupons of the first mortgage endorsed bonds, which had been paid by the City as the endorser thereof, and also coupons of the preferred second mortgage bonds held by the City in funding certificates, to be issued by the railroad company, but nothing therein should in any manner relate to the coupons of the first mortgage unendorsed bonds of said company, heretofore purchased by the Mayor and City Council and held in the sinking fund, and amounting to about the sum of \$72,000.

Ordinance
No. 22, ap-
proved
April 3d,
1879.

Under this ordinance were funded in the year

1879, coupons to the value of.....	\$225,930
And in the year 1882 a further amount of...	600
	\$226,530

President Hood in his Annual Report for 1879 speaks of the early prospective resumption of interest payments. He refers also to the approaching completion of the Baltimore and Hanover Railroad, which is expected to make a connection with the Western Maryland at Emory Grove within the next thirty days; and the belief is expressed that the increased traffic over the twenty miles of road between this point of connection and the City will largely increase the revenues of the company without adding materially to its expenses. It is also stated that the opening of the branch between Edgemont and Waynesboro, known as the Baltimore and Cumberland Valley Railroad, is

only delayed by the difficulty of procuring rails of the desired quality. But no reference is made to the fact that on the 1st July of that year, 1879, a lease had been made with the Baltimore and Cumberland Valley Railroad Company of Maryland, and with the Baltimore and Cumberland Valley Railroad Company of Pennsylvania, by which their respective roads, aggregating $7\frac{1}{2}$ miles, between Edgemont and Waynesboro, were to be operated by the Western Maryland Railroad Company, at a fixed annual rental amounting for both to the sum of \$7,278.

A statement in this report is worthy of special note. It was "determined by the Board of Directors that the Construction and Equipment or Extraordinary Expense account should be closed, and thenceforth all such expenditures should be included in the ordinary or operating expenses, and be deducted with them from the gross in obtaining the net revenue." Within a short time thereafter, charges cease to be made to the debit of these accounts, which were nevertheless not closed, but are still carried as assets, whilst in their place were substituted the accounts called "Betterments" and "New Tracks," as noted by Mr. Little's report.

The Annual Report for 1880 announces that the Baltimore and Hanover Company has completed its road from a junction with the Bachman Valley Branch of the Hanover Junction, Hanover and Gettysburg Railroad, at Black Rock, Pa., to Emory Grove Station upon

the Western Maryland Railroad, and is now in successful operation.

Also that the Baltimore and Cumberland Valley Railroad was opened on the 5th of July, 1880, from Edgemont, on the Western Maryland, 75 miles from Baltimore, to Waynesboro, Pa., a distance of $7\frac{1}{2}$ miles, and that its extension thence to Shippensburg, a distance of 26 miles further, was well advanced.

The equipment of the road is stated to be still quite inadequate to its full and satisfactory working, and has caused serious losses of business.

The annual report for 1881 shows increased earnings, but expenses also increased. It states that the company's facilities were totally inadequate to the accommodation of its business, or the earnings would have been much greater. "While very large expenditures were made with a view to meeting these requirements, yet the fixed charges for which provision was obligatory were so great that it was impossible to provide from the earnings a sufficient amount to afford material relief."

It is further stated that "were the roadway and equipment once more in first class condition, the capacity would be so increased and the expenses so reduced that it is believed the road would at once respond handsomely in net revenue, and as the object would be to provide for business already secured rather than the projecting of new enterprises of uncer-

tain utility, it is very generally felt that the time has now come when the City can judiciously assist the company with the certainty that large direct and indirect benefits will immediately follow."

It is stated that the Baltimore and Cumberland Valley Extension Railroad was opened from Waynesboro to Chambersburg, Pa., 21.8 miles from Edgemont, on the 5th September, 1881, and to Shippensburg, 33.6 miles from Edgemont, on 24th October, 1881. The President's annual report, though it mentions the opening of this branch line, makes no mention whatever of the fact of a lease having been executed with the Baltimore and Cumberland Valley Railroad Extension Company, owning the line just opened from Waynesboro to Shippensburg, at an annual rental amounting to \$33,690, which added to the rental for that portion of the line from Edgemont to Waynesboro, makes a total for this branch of \$40,968.00.

Ordinance
No. 71, ap-
proved
May 10th,
1882.

The appeal made for the City's further assistance was generously responded to by ordinance approved May 10th, 1882, under which the City Register is authorized to issue \$684,000 of Baltimore City stock, paying four per cent. interest and redeemable 1st July, 1925.

The Commissioners of Finance are directed to sell this stock in specific amounts at specified times, and thereupon to pay over to the Western Maryland Railroad Company the par value thereof, the premium realized, if any, to be held by the Commissioners of

Finance as a sinking fund. Section 4 of this ordinance stipulates that the sums thus received by the railroad company shall be applied by it only to the purchase of new locomotives, freight cars, steel rails, &c., and Section 5 stipulates the payment of interest by the railroad company.

Under this ordinance the proceeds paid over to the Western Maryland Railroad Company :

In 1882 were.....	\$371,000
In 1883 were.....	131,000
In 1884 were.....	115,000
In 1885 were.....	67,000
	\$684,000

Increasing business required enlarged depot facilities at Hillen Station, and recourse was again had to the City with the usual success, for we find an ordinance, approved May 25th, 1882, enacts that the Finance Commissioners may invest \$200,000 in the reversion and rent under any lease to be made by the Western Maryland Railroad Terminal Company to the Western Maryland Railroad Company of lands, or interests in lands adjacent to the property heretofore leased to said railroad company by the Mayor and City Council of Baltimore. Section 2 of the ordinance provides that a contract of lease shall be made with the railroad company for a rental equivalent to seven per cent. on the cost of the property and the improvements to be erected thereon, with the provision that one-seventh of said rental shall be set apart for a sinking fund.

Ordinance
No. 92, ap-
proved
May 25th,
1882.

Under this ordinance the City expended :

In 1882.....	\$95,000 00
And in 1883.....	36,163 81
	\$131,163 81

The Annual Report for 1883 shows a large increase of income ; refers to the ample provision for business now effected at Hillen Station by the aid of the City's investment in that property, and adds "nor could the business have been increased to the extent it has without the improvement loan made by the City of Baltimore to the company, as the portion so far applied has nearly doubled the equipment ; has extended the steel track to the Blue Ridge, and has substituted the most approved type of iron for several of the most important wooden bridges."

During the year 1884 the proceeds of the improvement loan continued to be applied to the relaying of the track with steel, and in the purchase of new locomotives and cars.

The Annual Report states that the inconvenience of existing arrangements at Hagerstown; the advisability of having direct connection with the Shenandoah Valley (now Norfolk and Western) Railroad, as also with the Baltimore and Ohio, and the necessity for increased siding and yard room, made it desirable to acquire property to meet these objects. This was effected, and a special loan of \$30,000, to be expended in land and

buildings, was obtained by a mortgage on the real estate. The total cost of the land and improvements amounts to about \$50,000.

The same report states that "it is generally felt by all who have given the matter attention, that a second track upon the Western Maryland is fast becoming a prime necessity for efficient and satisfactory operation," and suggests a financial scheme for raising a large part of the sum needed with the aid of the City's credit. It is thought desirable to effect this now in view of the heavy business to be thrown upon the road on the completion of the South Pennsylvania Railroad, which is looked for in 1886.

The report for 1885 notes the collapse of the South Pennsylvania Railroad, with which Company the Western Maryland had important traffic contracts; states that representation had been made to the Baltimore and Potomac and Northern Central Railway Companies of the onerous burthen which the rates for the use of the tunnel, as agreed in 1875, has now become, and urged modifications, but so far without success.

It was deemed wise about this time to take into consideration the adequacy of the security held by the Mayor and City Council for its many and large loans to the Western Maryland Railroad Company and the several guarantees of its bonds.

In view of the fact that the Mayor and City Council had loaned its credit for \$875,000, secured by a mort-

gage, and had subsequently loaned \$1,000,000 of City stock under a later mortgage, and as there were then outstanding \$1,800,000 of bonds under liens secured by mortgages of prior date thereto, on some of which the City was endorser to the extent of \$500,000; and as there were already large and increasing accumulations of unsatisfied interest coupons of such portion of these prior bonds as were not guaranteed by the Mayor and City Council of Baltimore, or by the Commissioners of Washington County; and as, by the terms of these prior bonds, the Western Maryland Railroad Company was at liberty to pay them off at its pleasure before maturity, an agreement of all the parties in interest was secured and an arrangement made for refunding these prior lien bonds and outstanding coupons. This was carried out under Ordinance No. 11, approved March 10th, 1886, by which there was authorized to be issued \$1,800,000 of City stock, bearing interest at rate of $3\frac{1}{4}$ per cent. and redeemable at the end of forty years. The stock to be sold subject to the provisions mentioned for creating a sinking fund for its redemption, and the proceeds advanced to the Western Maryland Railroad Company, to be by it applied to the payment and extinguishment of the various securities described fully in the ordinance and preamble thereto.

Ordinance
No. 11, ap-
proved
March 10th
1886.

Under the authorization of this ordinance there was issued during the year 1887, and sold for the benefit of the railroad company, $3\frac{1}{4}$ per cent. City stock to the amount of \$1,704,000.

Mr. Little's report will give the details of this refunding, and it is unnecessary to repeat it here.

The President's Annual Report for 1886 states that the Baltimore and Hanover, the Bachman Valley and the Hanover Junction, Hanover and Gettysburg Railroads, now consolidated under the laws of Maryland and Pennsylvania as the Baltimore and Harrisburg Railway, had come under the control of the Western Maryland Railroad Company on November 1st, 1886. In December, 1886, a connection between the Baltimore and Cumberland Valley Railroad and the Harrisburg and Potomac Railroad Company was effected at Shippenburg.

The Annual Report for 1887 states that arrangements are making to complete the Baltimore and Harrisburg Railway from its present western terminus at Ortanna to Blue Ridge Summit on the main line, a distance of about fifteen miles, and the report for the following year states that this piece of road is under contract.

The President calls attention to the increasing burthen of the Baltimore and Potomac tunnel charges.

The report for 1890 announces the purpose of the railroad company not only to build the tide-water railroad in this City, but in the same financial operation to include provision for the extension of the main line from its present terminus at Williamsport up the Potomac river fourteen miles to a connection with the Baltimore and Ohio Railroad at Cherry Run; the

construction of the eastern extension of the Baltimore and Harrisburg Railway from Porter's Station, five miles east of Hanover, fifteen miles to the city of York; a further extension of fourteen miles to a connection with the Philadelphia and Reading Railroad near Marietta, Pa., (on the left or east bank of the Susquehanna); "also the construction of the Northern or Harrisburg Branch from Thomasville, a mid-point between Porter's and York, twenty miles to Bowmansdale on the Philadelphia, Harrisburg and Pittsburgh Railroad (formerly the Harrisburg and Potomac Railroad)."

We are further informed by this report that "these connecting links, which with the tide-water railroad would embrace eighty miles, and cost between three and four millions of dollars, would not only have the effect of making the Western Maryland Railroad independent in this City, and converting its present system of local roads into several through lines, but would prove of great benefit to the Baltimore and Ohio, Philadelphia and Reading, and Norfolk and Western Railroads in connecting their systems through Western Maryland channels." We are further told that "as a loan sufficient to provide for all these additions may prove cumbersome in the present state of the money market, it will probably be deemed advisable to provide for the up-country feeder lines first, which are relied upon to double the gross earnings of this company, or say, raise them from \$800,000 per annum to over \$1,500,000, with an increase of .but

\$100,000 in fixed charges, after which no trouble should be experienced in negotiating a second loan for the Tide-water, as the \$80,000 now paid to other lines in this City would be greatly increased, and become the basis of a proportionately larger capitalization."

The Annual Report of 1891 states that the Potomac Valley Railroad is nearing completion, but that "as yet none of the bonds of the Potomac Valley Railroad Company have been placed upon the market."

We cannot omit to note the following in the same report, that "while it is the purpose of the Company to resume interest payments to the City at the earliest practicable moment, which payments were suspended pending the reduction of the floating debt, it is felt, on account of the heavy outlays in equipment and facilities necessitated by an entirely new and heavy business, that the time has hardly arrived when the Company can resume such payments with a certainty of maintaining them uninterruptedly, but with the rapid growth in business now taking place, and with the *more* rapid growth, which is certain to follow the opening of the Potomac Valley Railroad, this will not be much longer delayed."

The next year's report brings the operations of the road to the date of the review of its affairs by your Commission. The report announces that the Potomac Valley Railroad was opened for freight business on August 1st, 1892, and for passengers on September

12th, 1892, and enlarges upon the great advantages to be attained by the completion of the extensions under way or contemplated, as heretofore referred to.

We find as the result of these various subscriptions, guarantees, loans and refundings, that the Western Maryland Railroad Company owed the City of Baltimore on the 30th September, 1892, the date to which these accounts have been made up, an aggregate of outstanding principal of sums loaned or guaranteed, to the amount of..... \$4,711,530 00

On this amount the taxpayers have been compelled, from time to time, to make good the inability of the railroad company to meet the accruing interest, to the amount of..... 3,142,641 62

A total of..... \$7,854,171 62

From which should be deducted the value of the sinking funds held by the City for the redemption of these loans, amounting, principal and interest, to 170,323 18

Leaving for loans and guarantees and accrued interest..... \$7,683,848 44

The City has also invested in the Hillen Station property and improvements the sum of.....\$331,163 81

Am'ts brought forward...	\$331,163 81	\$7,683,848 44
On this amount interest is regularly paid and a sinking fund has accumulated for its redemption, amounting to.....	56,814 94	
Leaving due the City on this property....		\$274,348 87

The City has a further investment in the property of four thousand shares of its capital stock, subscribed at par and paid for by the proceeds of the issue of \$200,000 of City six per cent. stock, redeemable in 1890, and since that date replaced by other City stock bearing 3½ per cent. interest and redeemable in 1930.	200,000 00	
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The entire principal and simple interest due but unpaid therefore amounts to.....	\$8,158,197 31	
---	----------------	--

To show the entire cost of this property to the taxpayers there should be added the interest paid by them for about twenty-six years on the \$200,000 of City stock issued in 1866 to pay for the City's subscription to the capital stock of the railroad company, say	300,000 00	
A grand total of.....	\$8,458,197 31	

Having shown the cost of the property to the City, we must next endeavor to ascertain what is its real worth. This Major Douglas was employed to estimate.

His report gives for the value of the 90 miles of railroad, from Baltimore (Fulton Station) to Williamsport, with the sidings and including real estate and right of way.....	\$2,405,250 00
He values the equipment at.....	697,780 00
And if to this we add the cost of the terminals at Hillen Station.....	331,163 81
We have a total of.....	\$3,434,193 81

And for this sum Major Douglas reports that the work could probably be replaced to-day.

It should, however, be understood that this is merely the sum which in the engineer's judgment would be required to do the work of construction and equipment. There is an additional value in the property, due to the development of the district through which the road runs and the creation and cultivation of the traffic therewith—the *good will* of the business, in other words, which in that populous region is worth more than elsewhere.

A measure of this development may be found in the increase of gross earnings between the year when the road was opened throughout and now, or say between the years 1874 and 1891.

¶ In the earnings of the latter year, as furnished by the Treasurer's report, are included those of the Cumberland Valley Branch, which we are unable to separate, but as the business of the branch was not fairly developed until the opening of the Potomac Valley Railroad in the autumn of 1892, we think any excess earned thereby in 1891 may be neglected.

In 1891 the gross receipts of main line and the Baltimore and Cumberland Valley Branch are given by the Treasurer as...	\$739,449 53
In 1874 the gross receipts are stated as....	277,792 24
An increase of.....	\$461,657 29

Or, neglecting fractions, we will call the increase \$460,000.

If the road—that is, the main line considered separately from the branches—can be worked for seventy-five per cent. of its receipts, and we think that such a ratio is not unreasonable, then the increased profit to the main line in 1891 growing out of its development and the growth of its business, was \$115,000, which if capitalized at five per cent. would give \$2,300,000, and this amount we think may fairly and properly be added to Major Douglas' figures as	
above.....	\$3,434,193 81
Add for good will and development	2,300,000 00
Gives for an approximate measure of present value.....	\$5,734,193 81

This is without any regard to the benefit that may possibly be derived in the future from the net earnings of the branch lines.

From this estimate of value we turn to the books of the Company to learn how occurs and where lies the great difference between this actual value and the vastly greater cost of the work.

Mr. Little, the expert accountant, tells us in his report, of the condition in which he has found the accounts, and of the difficulties encountered in arriving at results. He has nevertheless been able to construct a balance sheet, which gives as the cost of the ninety miles of railroad, from Fulton Station, Baltimore, to Williamsport, with the sidings and including real estate and right of way \$4,286,748 02
and as the cost of equipment 936,449 30
If to this we add as before, the cost of
terminals at Hillen 331,163 81

We have as a total cost of the property. \$5,554,361 13

The great cost of the road compared with the sum for which Major Douglas tells us it might be built to-day, is due to the fact that much of the work was done under the depreciated currency, and high prices which prevailed during and for some time after the late war, and further to the fact that the railroad company seems always to have been in financial straits, which the City's liberality came to relieve, but for some cause, perhaps not altogether obvious, was never successful in effecting.

From its large investment the City should derive an income. What does it receive?

It is scarcely necessary to go back to the beginning and foot up all that has been paid in interest since the outstart. It will suffice to say of the past, that the road appears to have paid the City as well then as now, in proportion to the amount due.

The following statement will show the amount of interest due the City each year, including that due on the City's Hillen Station investment, which amounts to \$25,181.48, and the amount actually paid to it by the railroad company, in each calendar year since the refunding loan of \$1,704,000 $3\frac{1}{4}$ per cent. City stock was issued in 1886-87:

Year.	Annual Interest due the City.	Amount actually paid to the City.
1887.....	\$ 217,287 80.....	\$ 100,483 28
1888.....	251,637 80.....	134,833 28
1889.....	251,637 80.....	121,153 28
1890.....	251,637 80.....	25,181 48
1891.....	251,637 80.....	25,181 48
1892.....	251,637 80.....	139,137 80
	\$1,475,476 80	\$545,970 60

A deficiency in interest payment of \$929,506.20, and increasing by so much in the last six years the debt

due the City, and unless the company is able to increase the amount of interest payment to the City over what it paid in 1892, there will be an annual deficiency of \$112,500. This, President Hood states, in his answer to an interrogatory of your Commission, the company will be able to take care of long before the maturity of the next maturing loans in 1900 and 1902.

If the City does not receive its interest, where does the money go? for it is stated by the management that the revenues of the road are steadily increasing.

If there were kept by the company a set of intelligible books of account, it should be an easy matter to answer this question. From an investigation of the books, such as they are, Mr. Little believes that he has traced all the earnings into the Profit and Loss, or as it is there termed "General Revenue" account, and that they have been honestly applied to the uses of the Western Maryland Railroad proper and its several leased lines, in the improvement of the road, in the purchase of additional equipment to meet the demands of an increasing traffic on main road and branches, and in the improvement of the road-beds and superstructure of the branches themselves.

In addition to the main road of ninety miles, which has cost the City such an enormous sum, there are several branch roads, the construction or development of which the President and your Directors have promoted and have subsequently leased. In some of these

branch roads the Western Maryland Railroad Company holds a majority of the capital stock.

If these branches are self-sustaining, and contribute in addition something to the traffic of the main line, they are valuable adjuncts. If not able to sustain themselves, but are large feeders to the main line at points which will afford commensurate revenue, they *may* still be of value. Each branch should therefore be considered separately.

THE BALTIMORE AND CUMBERLAND VALLEY BRANCH.

This branch is some 34 miles in length from Edgemont, Md., to Shippensburg, Pa., and consists of three corporations.

	Length, Miles.	Stock held by W. M. R. R. Co.	Stock held by Individuals at 7 per cent.	Bonds, Interest at 6 per cent.	Annual Fixed Charges.
Baltimore and Cumberland Valley Railway Compa- ny, of Maryland.....	3.3	\$42,500	.....	\$48,500	\$2,910
Baltimore and Cumberland Valley Railroad Compa- ny, of Pennsylvania....	4.5	76,700	.....	72,800	4,368
Baltimore and Cumberland Valley Railroad Exten- sion Company.....	26.5	.....	\$270,000	230,000	33,690
Real estate mortgages un- der lease of last named company.....	....	.....	.....	16,500	
	34.3	\$119,200	\$270,000	\$367,800	\$40,968

This branch reaches Chambersburg at a distance of twenty-nine miles from the Western Maryland at Edgemont, and at Shippensburg connects with the Philadelphia, Harrisburg and Pittsburgh Railroad (formerly the Harrisburg and Potomac Railroad), a road owned and operated by the Philadelphia and Reading Railroad Company.

In former years much of the traffic of this rich section was with Baltimore. The development of Pennsylvania's system of internal improvements, with the construction of the Cumberland Valley Railroad and the old Franklin Railroad, diverted it all via Harrisburg to Philadelphia; but the merchants of Baltimore have not forgotten its value and have looked to the opening of this line as a means to its recovery.

The questions of your Commission to the gentlemen who testified before it were in a measure to ascertain the amount and value of this trade so far as it may have been restored by the opening of this line in the interest of Baltimore. Mr. Devries was able to state that he was personally aware of the recovery of some of it.

The local traffic of this branch, however, although traversing a rich agricultural country, could scarcely be expected to justify the outlay for its construction. The Western Maryland Railroad Company has, however, entered into a contract of lease with the three corporations owning it, for fifty years, renewable, by which it has agreed to maintain and operate the road,

to supply all rolling stock necessary, and covenants so to adjust the rates between its own road and the leased line that the net earnings of the leased road shall always be sufficient to meet the operating expenses, as well as the taxes and fixed charges, which together constitute the rental.

The real purpose which this line serves is, in connection with an extension of some fourteen miles beyond Williamsport to a junction with the Baltimore and Ohio Railroad at Cherry Run, to form a through line for the coke and bituminous coal destined for points reached by the Philadelphia and Reading Railroad, and as an equally available route for the distribution of anthracite coal from the line of the Reading Road to points in the South and West reached by the Norfolk and Western Railroad from Hagerstown, or by the Baltimore and Ohio Railroad from Cherry Run.

That this line will do a very large business is not to be doubted, and probably at remunerative rates, which, after paying the fixed charges of the branch lines, *may* leave something for the Western Maryland Railroad itself, and therefore to that extent benefiting the City of Baltimore as the owner thereof.

But it should not be overlooked that the working of this branch will involve the constant outlay of capital, in additional equipment and improvement of road-bed, tracks and bridges, and where is this capital to come from under present conditions, except by withholding

from the City of Baltimore the interest due to it, and which must be made up by taxation ?

The curious feature of the matter is that the City of Baltimore, through a corporation which it practically owns, and is supposed to control, should be engaged in building cross-country lines, largely for the benefit of railroad companies in which it has no direct interest, and apparently, though not in reality, diverting traffic from its own City. Of this, however, there is no danger, for the Baltimore and Ohio Railroad will not permit a ton of freight to go off its line at Cherry Run which it can by any possibility control to Baltimore.

THE POTOMAC VALLEY BRANCH.

This branch is composed of the roads of two corporations, viz: The Potomac Valley Railroad Company of Maryland, and the Potomac Valley Railroad Company of West Virginia. Together they own a road $14\frac{1}{2}$ miles in length, serving as an extension of the Western Maryland Railroad, from Williamsport along the left or north bank of the Potomac river to a point opposite Cherry Run station on the Baltimore and Ohio Railroad, where the river is crossed by a substantial bridge of masonry piers and abutments and iron superstructure to a junction station with the Baltimore and Ohio Railroad, having ample yard facilities, side tracks, turn-table, &c.

The capital stock of these two companies is all held by the Western Maryland Railroad Company, and con-

sists of 101 shares of the Maryland corporation and 23 shares of that of West Virginia. There is authority, however, to issue stock to the extent of \$2,000,000.

The road is operated by the Western Maryland Railroad Company, under a lease dated January 14th, 1891, and for a term of fifty years, renewable forever. Under its terms the Western Maryland Railroad Company contracts to supply all rolling stock and machinery for operating the road, and all its branches to be constructed, to apply the revenues derived from its operation to maintenance of the road and the payment of all taxes, and further to pay to the lessor, by way of rent, accounting from the date of this lease, an amount sufficient to pay five per cent. interest on the mortgage bonds of the lessor company, issued by said company to the amount of two millions of dollars, and further that it will pay an amount equal to seven-tenths of one per cent. upon the said bonds annually to the trustee of said mortgage, to constitute a sinking fund.

The Baltimore and Harrisburg Railway Company, jointly and severally with the Western Maryland Railroad Company, covenants to provide during the lease, traffic enough to make revenue sufficient to meet the agreed maintenance, operating expenses, taxes, rental and sinking fund, and it is further agreed by all the parties to the agreement that any excess of revenue, over and above what is necessary to meet the expenses and charges as here recited, shall be the property of the Western Maryland Railroad Company.

THE BALTIMORE AND HARRISBURG RAILWAY BRANCH.

Another important branch is the Baltimore and Harrisburg Railway, which consists of the road formerly known as the Hanover Junction, Hanover and Gettysburg Railroad, extending from Hanover Junction on the Northern Central Railway to Gettysburg, with an extension to Ortanna. It includes also the road lately owned by the Bachman Valley Railroad Company, extending from Valley Junction, twenty-eight miles from Emory Grove, to the point of intersection with the road lately known as the Baltimore and Hanover Railroad, at or near the boundary line of the States of Maryland and Pennsylvania, and includes also this last named Baltimore and Hanover Railroad, extending from its point of intersection with the Bachman Valley Railroad to its connection with the Western Maryland Railroad at Emory Grove.

These have been consolidated under the name of the Baltimore and Harrisburg Railway Company, which company has leased its railroads to the Western Maryland Railroad Company for the term of fifty years from October 25th, 1886, and renewable.

The capital stock of the company consists	
of 13,818 shares of the par value of \$50	
each	\$690,900
Of which 13,181 shares are owned by the	
Western Maryland Railroad Company...	659,050
Leaving 637 shares in the hands of the	
public	\$31,850

The Western Maryland Railroad Company covenants to supply the necessary rolling stock, service and labor required to operate the line; that it will apply the revenues of the line to the payment of the necessary expenses for maintaining and operating the same, including all charges that the Western Maryland Railroad Company may be required to pay for the use of connecting railroads and their facilities used in transporting the traffic of the leased line, and reasonable terminal charges for the use of the terminal facilities of the Western Maryland Railroad in providing for the traffic of the leased line, not exceeding actual cost; that it will further pay out of said revenues all the taxes, State, county and municipal, which may be levied against the leased line or its property, or against its capital stock or mortgage debt; that it will apply the remainder of the revenue derived from the traffic on the leased line to the payment of the interest on the outstanding mortgage bonds issued by the Hanover Junction, Hanover and Gettysburg Railroad Company, the Bachman Valley Railroad Company and the Baltimore and Hanover Railroad Company, respectively, before the formation of the Baltimore and Harrisburg Railway Company, until said bonds shall be paid or retired; also to the payment of interest on the first mortgage five per cent. bonds of the Baltimore and Harrisburg Railway Company now outstanding, or which may be issued to pay off and retire the bonds of the several roads named above.

The Western Maryland Railroad Company further covenants that in case the revenues derived from the leased line should at any time prove insufficient to pay the interest on the bonds as just described, it will so re-adjust the apportionment of receipts from the traffic passing over the leased line to or from the road of the Western Maryland Railroad Company as to make up such deficiency, so as to secure the payment of the interest on the bonds.

After all these payments are duly made the net remainder of revenue derived from said leased line shall be paid over to the lessor company or to its assigns.

The fixed charges to be paid under this lease on the funded debt outstanding on September 30th, 1892, were, as shown by Mr. Little's report, page 85, (Exhibit J), \$35,875.00.

An extension of the branch just described, from its terminus at Ortanna for a distance of 15 miles to a connection with the main line of the Western Maryland Railroad at Highfield, on the summit of the South Mountain, $66\frac{1}{2}$ miles from Fulton Station, was undertaken by the Baltimore and Harrisburg Railway Company (Western Extension), and was opened for traffic in the summer of 1889.

Its capital stock, 4,800 shares, of \$50 par value each, \$240,000, is all held by the Western Maryland Railroad Company.

It has issued \$240,000 of five per cent. bonds secured by mortgage upon its road.

This road, the Baltimore and Harrisburg Railway (Western Extension), is held by the Western Maryland Railroad Company under an agreement of lease, to which the Baltimore and Harrisburg Railway Company is also a party.

Under its covenants the 15 miles of road between Ortanna and Highfield, with all its appurtenances, is leased to the Western Maryland Railroad Company for fifty years, renewable.

The Western Maryland Railroad Company agrees to supply the rolling stock, service and labor for operating the line, charging therefor only the actual cost thereof (not including the cost of rolling stock and machinery or the repairs thereof); to apply the revenues further to the maintenance of the line and to the payment of all taxes, and to pay to the lessor an annual rent equal to the net revenue derived from operating said leased line.

The Western Maryland Railroad Company, for itself and as lessee of the Baltimore and Harrisburg Railway Company, and the Baltimore and Harrisburg Railway Company, for itself and as lessor of the Western Maryland Railroad Company, jointly and severally covenant with the Baltimore and Harrisburg Railway Company (Western Extension), that during the lease they will provide to the leased line freight

and passenger traffic to an amount sufficient to enable its revenues to pay the cost of operating and maintaining the line, (exclusive of cost and repairs of rolling stock); to pay all taxes, and to make the net annual revenue reserved as rent sufficient to pay the interest upon the five per cent. mortgage bonds of the lessor company, issued to the amount of \$240,000, and to pay a dividend of five per cent. per annum upon the capital stock of the said company, not exceeding the sum of \$250,000; and that they will from time to time so adjust the division of their joint rates with the lessor company that its net revenues shall be sufficient to pay the fixed charges, already stated; and further, that so much as may be necessary of the revenues of the Western Maryland Railroad and Baltimore and Harrisburg Railway derived from the interchange of traffic with the lessor company shall be provided to meet these charges.

The Western Maryland Railroad Company also agrees to apply the surplus of the revenues of the leased line to the creation of an adequate sinking fund, for the redemption of the said mortgage bonds at their maturity.

From this lease we find that this short piece of road has been capitalized at \$490,000, or about \$32,666 per mile, and that its fixed charges are for—

Interest on its \$240,000 of 5 per cent. bonds.. \$12,000
and for dividend on its \$250,000 of 5 per

cent. stock..... 12,500

\$24,500

As the stock was on 30th September, 1892, all owned by the Western Maryland Railroad Company, the amount for which the latter company is liable was then only \$12,000, but as at that time the stock to the amount of \$240,000 was hypothecated to some of the banks for advances made by them, it will be seen that conditions may supervene that would render the whole amount of \$24,500 a permanent fixed charge against the revenues.

It can scarcely be expected by the most sanguine friend of the line that it can under existing conditions earn an amount sufficient to pay such interest, whilst, even if it were able to earn it, there is still wanting an amount to recoup the Western Maryland Railroad Company for the cost and maintenance of the rolling stock which it has furnished for doing the work, and the cost of which is not likely to prove insignificant, in view of the fact that the westernmost ten miles of the line, from Maria Furnace to Highfield, ascends the mountain with heavy grades, reaching for about two miles a maximum of upwards of 100 feet per mile.

Any value there may be in this piece of road is to be sought in its becoming in the future a link in a line for fast passenger and freight traffic, between the Norfolk and Western Railroad at Hagerstown on the one hand, and the Reading and Columbia Branch of Philadelphia and Reading Railroad at Marietta, or Chickies furnaces on the other, and thence via Reading, Allentown, Easton and the Central Railroad of New

Jersey to New York; or via Reading and the Poughkeepsie bridge to Boston and New England generally. On this traffic, not yet in sight so far as we are informed, nor perhaps attainable, the Western Maryland Railroad Company would have a haul of 17 miles, surely not sufficient to warrant the obligations it has assumed as here already stated; but these are not all.

THE BALTIMORE & HARRISBURG RAILWAY COMPANY—
EASTERN EXTENSION.

The road of this company is now under construction from Porter's, upon the line of the Baltimore and Harrisburg Railway, as shown upon the map attached to the report of Major Douglas, and filed herewith, to Thomasville, and thence to York, a distance of 14 miles, to which point, at the date of closing this report, it is nearly completed.

It is further projected beyond York to and across the Susquehanna river to Chickies, where it is to connect with the Philadelphia and Reading Railroad.

The funds for its construction are derived from a subscription to its stock by the Potomac Valley Railroad Company (hereinbefore described), paid for by the proceeds of a sufficient amount of the \$2,000,000 of 5 per cent. bonds of the said Potomac Valley Railroad Company, which bonds the said Baltimore and Harrisburg Railway Company (Eastern Extension) has agreed to guarantee, and to secure which it has executed a mortgage to the Mercantile Trust and Deposit Company of Bal-

timore, to be satisfied by its payment of an amount equal to the amount of its capital stock.

This road the Western Maryland Railroad Company has entered into an agreement to lease, when completed, for fifty years, renewable forever. It stipulates to provide, at its own cost, the necessary rolling stock to maintain and operate the road, pay taxes, &c., and as rental a sum equal to five per cent. upon the amount of the five per cent. mortgage bonds of the Potomac Valley Road, the proceeds of which have been used by the last named company in payment of the stock of the lessor company, and which rent shall be applied by said lessor company in payment of a dividend upon its stock.

The Western Maryland Railroad Company and the Baltimore and Harrisburg Railway Company unite, jointly and severally, in a covenant that they will, from time to time, make such division of the revenues arising from the joint traffic over their lines, derived from the line of the lessor company, that its revenue shall be always sufficient to meet such interest.

The completion of this road to York will give to the Western Maryland Railroad Company a line to that point as good as that of the Northern Central Railway Company to the same point, and the City of Baltimore will have the advantages, such as they may be, of such competitive road. It may well be considered, however, whether the gain to the City thereby is

likely to be commensurate with the cost to it by suspension of interest and outlay for equipment to work such line.

The increased traffic to the Western Maryland Railroad proper is limited to a short haul of at most seventeen miles at the eastern end of its road from Emory Grove to Fulton.

The intended extension of this road to Chickies, to effect a connection with the Philadelphia and Reading Railroad at that point, is a work involving much cost, and your Commission regards the result as problematical.

If the Philadelphia and Reading Railroad Company can and will throw the anthracite traffic for Baltimore and the Chesapeake by that route, it can hardly fail to be of great benefit to the City ; though there is still nothing of profit in it to the Western Maryland Railroad Company beyond a haul of seventeen miles, or even less if it leaves the line of the Western Maryland for tide-water before reaching Fulton.

Your Commission would regard the prospect of ultimate advantage to you as much more flattering, if the bridging of the Susquehanna were made by the Philadelphia and Reading interest, and the connection with your road were made at York, instead of by your company seeking capital to go after the business to Chickies.

The Reading and Columbia Railroad Branch of the Philadelphia and Reading was built on speculation, and for sale some thirty years ago, by parties who had in view the very line or group of lines now being constructed or developed by the Western Maryland Railroad Company. It was at that time acquired by the Philadelphia and Reading Railroad Company to prevent its falling into adverse possession, and has ever since been doing a quiet local business, and waiting for something to turn up. If at this late day a good scheme has been discovered for utilizing it as a part of a through line, the Philadelphia and Reading should be ready to take some active steps in that direction.

It is highly probable that, unless there be some thoroughly perfected scheme for through traffic, of which your Commission has no knowledge, the Western Maryland Railroad will find itself at Chickies, after making a costly crossing of the Susquehanna river, with nothing for its pains except what it may pick up of the local business of a rich country, which is essentially bound to Philadelphia by the ties of a century of close business connection.

Another line is also projected from Thomasville, on the Baltimore and Harrisburg Railway Eastern Extension, running north $21\frac{1}{2}$ miles to Bowmansdale, on the Philadelphia, Harrisburg and Pittsburg Railroad, $8\frac{1}{2}$ miles from Harrisburg.

This road, if built, will afford as good a line to Harrisburg as that at present existing by way of the

Northern Central Railway, and perhaps a preferable route for anthracite coal to Baltimore; so that, if built, Baltimore cannot fail to be benefited thereby if only from the effect of competition. But for the City to contribute to the building of it by consenting to do without its proper income pending its construction, or by gratuitously providing the rolling stock for its service, is another matter which your Commission cannot recommend.

TERMINALS AT BALTIMORE.

The Western Maryland Railroad Company has obtained from the State and City desired legislation, under which it has organized the Western Maryland Tide-water Railroad Company.

Before considering the undertaking, your Commission will present its views of the conditions which have led up to this movement.

Attention has already been directed in this report to the action which was taken by the City, more than twenty years ago, to relieve the Western Maryland Railroad of the burthen of what were then deemed onerous charges by the Northern Central Railway Company. The City appropriated moneys, *especially*, that this railroad company might have an *independent entrance* into the City, and under the stipulations of an ordinance of the Mayor and City Council hereinbefore more particularly noted, such road was built and brought to the western portal of the Baltimore and Potomac Railroad Company's tunnel.

There is no occasion to discuss here and now whether such location was the wisest or the best ; it need only be said that at that time this entrance to the City was deemed most suitable, for it gave access to the Union Railroad Company's tunnel, in which the City itself had an interest, and which was thought to afford the most available means of reaching tide-water at Canton.

Ordinance
No. 37, ap-
proved
May 29th,
1869.

Not unmindful of its own interests, in granting to the Baltimore and Potomac Railroad Company the privilege of constructing its road by tunnel under certain portions of the City, by Ordinance No. 37, approved May 29th, 1869, the Mayor and City Council, by Section 4 of that ordinance, made provision for the future entrance to the City of the Western Maryland Railroad, in which it already had a large interest. The basis of charge for such use of the tunnel being supposed reasonable and proper.

When, however, an attempt was made to work under its provisions, it was found that the apportionment of charges to the Western Maryland Railroad was so large as, at that time, to be crushing and, as the result of an appeal to the Baltimore and Potomac Railroad management, an agreement was entered into by the Baltimore and Potomac Railroad Company, the Northern Central Railway Company, and the Western Maryland Railroad Company, under date of May 1st, 1875, abrogating the old arrangement and establishing new rates of trackage, in the aggregate much more favorable at that time to the Western Maryland Railroad Company than those before existing.

By one of its provisions, the Western Maryland Railroad Company agrees to surrender any rights it may possess by virtue of the fourth section of the ordinance just referred to and, in lieu and place thereof, to accept the rates and terms of the new arrangement.

By another provision, the Western Maryland Railroad Company "agrees to make its central passenger and freight station station" (the present Hillen Station being meant, which was then just being arranged for,) "the permanent principal depot for its local passenger and freight business in the City of Baltimore, and that it will not construct or use any other line for this purpose."

It is also agreed "that this contract, and the rights and privileges herein conferred and hereby granted and agreed to be secured to each of the parties hereto, shall continue for the full period of ninety-nine years from the date hereof, and at the instance of either party, its successors or assigns, a new contract and grant in like terms shall be made for a further period of ninety-nine years, with a like covenant for renewal, so that the contract shall be renewable forever."

Ten years had scarcely passed before the growth of the business of the Western Maryland Railroad Company caused it to desire some modification of the contract, and an appeal was made to the authorities controlling the tunnel for some concession.

In the meantime, the policy of the management of the Western Maryland Railroad Company, announced in the company's Annual Report for 1874, as quoted on page 19 of this report, which had been promptly put into effect, and which has ever since been vigorously pursued, began to have its effect.

The construction and development of the several branch roads extending into districts, probably deemed theretofore special preserves of the interests controlling the Baltimore and Potomac Railroad, could not fail to produce irritation and annoyance, not likely to conduce to favorable action upon the appeal.

A reduction of tunnel rates would only facilitate competition, and it was scarcely to be expected that the management of the tunnel line would make a concession under the circumstances, if it were optional with it to decline, and this the Western Maryland Railroad Company, by its most extraordinary and most inexplicable perpetual contract, made it seem reasonable and apparently proper for the tunnel management to do.

In considering the whole matter, however, and in looking into the provisions of Section 4 of the ordinance authorizing the construction of the tunnel, your Commission finds that the section referred to expressly provides that the Baltimore and Potomac Railroad Company is "*required* to afford facilities to the Western Maryland Railroad Company for the passage of

passengers and freight over that portion of the Baltimore and Potomac Railroad hereby authorized to be made within the City limits;" * * * "provided that the amount to be paid within any one year by the Western Maryland and Union Railroad Companies respectively to the said Baltimore and Potomac Railroad Company," * * * "*shall not exceed* such proportion of the interest on the original cost of said portion of said railroad, and of the cost of the maintenance of the same, as the amount of the aggregate of business carried over said portion of said Baltimore and Potomac Railroad for each of said companies respectively bears to the whole amount of business carried over said portion of said railroad for the said three companies."

Now here is a positive provision made for the protection of the City's own interests by an ordinance of the Mayor and City Council of Baltimore, which is believed by your Commission to be as binding to-day as on the first day it was made.

The acceptance of this ordinance by the Baltimore and Potomac Railroad Company, and the building of the tunnel under its provisions, has established and vested a certain right in the City, which it is believed, cannot be abrogated or annulled, save by the City's own action, and this it appears has never been had.

To say that the Western Maryland Railroad Company agreed to abrogate it, amounts to nothing. It

was not competent to modify the provisions of a City ordinance, and if it be found that the annual charge made against the Western Maryland Railroad has exceeded, or now exceeds, the amount provided in the ordinance, your Commission does not doubt for a moment, that on proper presentation of the facts by the City to the officers of the Baltimore and Potomac Railroad Company, an amicable and satisfactory adjustment of the matter can be had.

Act of 1876,
Chapter 90.

The Commission is not unaware that an Act of the Legislature, Session of 1876, Chapter 90, may perhaps be relied upon to warrant the Baltimore and Potomac Railroad Company in adherence to the terms of the contract. Should this be the case, and that company continue unwilling to modify its conclusions, there is perhaps no means of settling the questions involved short of legal arbitrament.

In any event your Commission does not hesitate to express its astonishment at the grave error in policy of the management of the Western Maryland Railroad in accepting legislative action, which might prove so detrimental to the interests of this community.

The Western Maryland Railroad Company has made many contracts and agreements, which might or might not meet the approval of the Mayor and City Council; but no agreement into which it may have entered can either bind the City or impose any obligation on it; and equally no action which the company could take

would relieve another of the duties and obligations which may be due the City. Surely it cannot be that the wise and proper precaution taken by the City in this case to protect itself, can be voided and annulled by the ill-considered action of even the (quasi) beneficiary itself.

To return to the question of terminal facilities at Baltimore: Your Commission believes that your interests will be best served by an adherence to the present Hillen Station as the "central passenger and freight station and permanent principal depot for local passenger and freight business," with access thereto by the use of the Baltimore and Potomac tunnel, under the stipulations of the ordinance already cited.

It is further disposed to believe, under the assumption that traffic through the tunnel can be conducted under the provision of the ordinance, that there exist at present sufficient facilities to accommodate the present traffic of the Western Maryland Railroad.

If, however, the traffic in anthracite coal to tide-water is destined to attain proportions justifying the building of a new road to the water front for its accommodation, but of which fact no evidence has come before your Commission, it believes that this may be most readily and most cheaply effected through connection with the Locust Point water front by a line diverging from the main line of the Western Maryland Railroad at one of several available points west of

Fulton Station, and reaching the water front through the valley of Gwynn's falls, possibly with the co-operation of the Baltimore and Ohio Railroad Company and the use of its existing facilities.

Your Commission would deprecate the undertaking of any such work in advance of manifest evidence of its necessity. You have quite enough of corporations and leases intervening to cut off your net revenue, and it is full time to call a halt.

THE BOOKS AND ACCOUNTS.

The work of this Commission has been greatly delayed and hampered by the utter inadequacy of the company's *books of account* to furnish the information needed. The *liabilities* of the company are not faithfully shown. This condition can only be due to *ignorance* and *incompetency* on the part of those in charge of this branch of the company's affairs, unless indeed, it be willful and intended to deceive, which has been nowhere charged, nor thus far even suspected. At the last moment, when Mr. Little's report was about to be handed in, discovery was made through the records of your Register's office, that the company had issued \$324,000 of preferred stock. Nowhere was there any indication on the company's books of such issue. In another instance the City was credited with a loan of \$1,800,000, whereas the issue was but \$1,704,000. The larger amount being on the books, probably because that was the amount authorized by ordinance, and because the entries were not founded on the facts of the actual transaction.

Another instance referred to in Mr. Little's report is the entering amongst the assets of the company of \$226,530 funded coupon certificates due the City, and issued to it in exchange for unpaid coupons, surrendered and cancelled.

This blunder was carried on the books for five years without discovery, or if discovered was not corrected until last year. Your Commission had stumbled upon it, and was about to inquire what it meant, when the publication of the company's annual report for September 30th, 1892, evidenced its disappearance from its accustomed place on the balance sheet and its appearance on the other side of the account as a *liability*. Of course this threw the account out of balance and involved a deduction of double the amount from the credit side of the account.

This amount, \$453,060, was therefore wiped out at one stroke by charging it to General Revenue (or Profit and Loss), and not one word of explanation was vouchsafed in the report to account for this great reduction in the *supposed surplus profits* of the concern.

We will further only refer to the inaccuracy in stating the cash on hand September 30th, 1892, as \$43,364.76, when in reality there was but \$3,115.11. Most persons understand that items which have to be carried for years—as much as ten years in this case—are not *cash*, no matter how good they may be, when certain, or rather *uncertain*, eventualities are reached,

The City of Baltimore has become involved in a work of great magnitude, whose gross earnings last year, as stated in the President's report, were \$1,083,321.54, and is permitting its representatives, a majority of the Board of Directors, who could not, until a sale of the property seemed threatening, find means to pay to the City more than a paltry \$25,181.48 out of these earnings, to go on and make contracts and enter into obligations which involve the continued and further diversion of the income which the City has been so long, so patiently and so generously awaiting.

Not only are these contracts numerous, but they are of so intricate and involved a character, as to require accounting skill of the highest order to keep the relative interests in perfect adjustment. To meet this you at present have nothing but a cash book and a so-called ledger, which condenses and distributes this cash to the various accounts. The Potomac Valley Railroad Company, whose issue of \$2,000,000 five per cent. bonds, the President and Board of Directors have practically guaranteed by a contract of lease, is now or was recently without a ledger.

The cost of its road has been kept in a sort of cash book. If this is thought to be economy, it is undoubtedly ill-judged. As it is, assets, some of them the property of your Western Maryland Railroad Company, are being pledged and hypothecated to raise money for the furtherance of contracts in which the City has no direct interest, and it is of vital importance that the record should be carefully made.

Your Commission regards this matter of accurate accounting as so essential to your protection, that as soon as it recognized the utter incapacity of those at present in charge of this work, it reported the facts to your Honorable Body, with a recommendation that your directors in the Western Maryland Railroad Company be requested to effect the employment of a competent person as Comptroller, to devise and enforce a system of accounts and accountability in all departments of the company's service.

This Commission renews its recommendations in this particular, and would urge that, no matter what disposition may now or ultimately be made of this property, there should be no delay whatever in opening, under new and competent guidance, a new and perfect set of books, and in the establishment of a system of accounts, which shall enable you to know accurately, at any time, what are the real results of the company's operations, and this not only for its main line, but also for the branches, which are absorbing such large amounts for their equipment and maintenance, and from the net result of whose operations you are promised such flattering results.

The rental charges already assumed by the Western Maryland Railroad Company, although apparently modified and relieved by mutual guarantees between several of the leased lines, are in fact not so relieved in the slightest degree, as viewed by your Commission.

Its examination of the company's books has failed to reveal any profit to you in their operation thus far, notwithstanding the various statements of the annual reports, for an apparent surplus from the business of 1892 and previously, on the Baltimore and Harrisburg Branch, is more than swallowed up by closing into Profit and Loss, as expenses, the accounts called "Betterments" and "New Tracks," which your Western Maryland Railroad Company has to pay for under its lease, and may therefore better face *at once* than later, and thus avoid deceiving itself and its owners as to their real profits. Your company has to make good all the charges, at first and at last, out of its own revenues, and has besides to purchase out of its own means, and keep in repair at its own expense, the rolling stock wherewith to operate them.

Up to the close of the company's last fiscal year it had certainly not received in revenue from the branches the moneys actually disbursed upon them; whilst as the haul of all this branch traffic upon the main line will hardly exceed eighteen or twenty miles, there is not much of profit to be looked for there.

It will require very thorough book-keeping of the affairs of these branches in their relations to the main line to determine their value thereto, and there ought to be the least possible delay in establishing such accounting, for at present the books do not show the relation between the branch lines and the main road, and there is no means of tracing properly what becomes of the earnings of the branches.

HYPOTHECATION OF SECURITIES.

The funds for building the branches and extensions, now or recently under construction, are supposed to be obtained by the sale of the Potomac Valley Railroad bonds already mentioned. These are negotiated as needed by the Western Maryland Railroad Company or are hypothecated for loans in advance of sale.

Capital stock of the various branch lines owned by the Western Maryland Railroad Company, and part of its assets, has also been hypothecated under an authority as stated on page 26 of Mr. Little's report.

Your Commission views with alarm this permission, given by the Board of Directors to the President and Treasurer, to hypothecate any assets of the Western Maryland Railroad Company, as the necessities of the road may require.

The only safe way to issue bonds would be for sections of work performed. Without this provision there is no limit to complications which may occur, and the general latitude of the resolution above mentioned lacks so much in prudence that it does not inspire the confidence it was intended to create. While it establishes an indefinite power of hypothecation, it disturbs the facility of negotiation by the absence of legitimate restriction, and the recognition of work performed as the basis of security.

COMMERCIAL VALUE OF THE PROPERTY.

Your Commission believes that the commerce of the City of Baltimore has been greatly benefited by the construction of the Western Maryland Railroad.

It further recognizes that the branches and extensions of the road add to that commerce more or less according to their location.

It has heard testimony on the subject, and has had before it statements from several of the largest merchants and shippers, indicating the popularity of the line and the fact that between Baltimore and competitive points in the district served by this railroad the shipments by its line are from two and a-half to four and a-half times as great as by other routes.

This is not a matter of surprise, for the management of the road in its relations to the public has been both liberal and reliable. The influence of its early mail train from Baltimore, distributing the Baltimore morning papers to the breakfast tables of Hagerstown, Waynesboro and the neighboring districts, has of itself exerted a powerful influence in placing the people in touch with our City.

This result, which was quite as much as should ever have been expected when the City lent its assistance to the building of the road, has been accomplished, but at what a cost to the taxpayers! Eight and a-half millions of dollars in round numbers on the 30th September last!

The idea has prevailed with some, and has doubtless had its influence in inducing the City's investments in the work, that it could, by an extension to Cumberland, serve as a competitor to the Baltimore and Ohio Railroad in the transportation of bituminous coal from that field to the City, and thus tend to cheapen the article in this market.

This idea is fallacious. If such an extension were made, either by the Western Maryland Railroad Company itself or by another corporation, your company can never move coal from Cherry Run or Williamsport to Baltimore in competition with the Baltimore and Ohio Railroad.

The heavy grades of your road and their frequent recurrence are absolutely prohibitory to the economical handling of a coal trade, and in such a competition with the Baltimore and Ohio, which makes the passage of the South Mountain at a level, whilst your road crosses the same mountain by 12 miles of 74 feet grade, your company would be driven from the field as soon as its attempt was seriously contested.

If any proof of this be needed, it may be found in the company's report for 1877, where President Hood states that active competition between the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal had compelled him to reduce the rate on coal from Williamsport to less than one cent per ton per mile, so that, he adds, it "has not proved the most lucrative feature of the company's business."

SALE OF THE PROPERTY.

Much has been said from time to time of the propriety of the City's selling its interest in this property.

Your Commission is quite of the opinion that it would be much better to leave the construction of works of this character to private enterprise; but that is not a question now. The investment has been made, and the question to-day is, shall the road be sold? And if so, what is a fair price to demand for it?

Your Commission is not prepared to recommend an immediate sale of the road. It recognizes that the conditions now prevailing are such that the property is likely to be worth at least as much a year or two hence as now. Liabilities and charges have been incurred in the construction of branches, which your Commission might not have been willing to recommend had such question rested with it, but which it now finds finished or nearing completion, and with a very heavy traffic in transit over a portion thereof. Under these circumstances the Commission deems your interests best served by recommending that there be no haste in seeking a purchaser. Having carried the property so long it had better be retained for a further and sufficient time to enable you to learn, beyond a doubt, what is its earning power.

If we may trust the existing books of account so far, we find that for the year ending September 30th,

1892, the result of the operations of the Western Maryland Railroad (main line and Cumberland Valley Branch) as shown by Mr. Little's "Alternate Income Account" (Exhibit A), was a deficit of . . . \$119,781 21

If this be reduced by the Western Maryland's proportion of surplus earnings of the Baltimore and Harrisburg Railway, as shown by Mr. Little's "Alternate Income Account for the Baltimore and Harrisburg Railway" (Exhibit J), say 22,094 00

We have remaining a deficiency of but . . . \$97,687 21

This is not so large, but that we may give ear to the promises of a largely increased business soon to be expected, and which, if realized, would indicate that the time is really approaching when the property may earn enough to pay the fixed charges thus far established against it.

Our Commission believes that two years' working with an able comptroller in charge of the accounts, would reveal the real situation and the earning power of the property, much more thoroughly and conclusively than is possible to-day, and you would then be enabled to determine intelligently the price at which you would be willing to sell it.

Various methods of disposing of the property have been discussed, and amongst them that by sale under foreclosure, which has its advantages, but as your

Commission does not recommend any sale at present, it is not deemed necessary to discuss methods which may well be left to the wisdom of those who will be called upon to act hereafter.

Your Commission therefore recommends that consideration of the sale of the property be postponed for two years, unless some particularly eligible offer should be received meanwhile, and does so in the belief that its other and paramount recommendation, the appointment of a comptroller, will not be deferred longer than necessary to secure a man of thorough ability and experience.

The sooner he is in charge the better for the protection of your interests. On the other hand, if there is to be no such appointment made, and you permit matters to go on as at present, the Commission is of opinion that you had better sell out as soon as possible, and not wait for further and greater complications.

CONCLUSION.

In conclusion, your Commission would add a few words to account for the length of time taken in the preparation of this report. It has not been for lack of attention bestowed upon it by its members, who have not permitted other engagements to interfere with the weekly meetings. It has been thought best to cover the entire ground and make the report exhaustive of the whole subject; so that, if there be no action taken

at this time to solve the "Western Maryland Problem," when next it is taken up, there will be *of record* a place of beginning for the next investigation.

Your Commission believes that it has examined every Act of Assembly and every City ordinance relating to the road, and has examined every official Annual Report of the company, as well as other documents bearing upon its history and development. These have been collated and, so far as their provisions and facts have bearing upon the subject, have now been laid before you.

The examination of the books was very tedious and the making up of statements from them not less so. It will be naturally seen that not until these statements were before your Commission in readable shape could they be intelligently discussed.

The Commission, in conclusion, respectfully submits the result of all its labors and asks to be discharged from the duties laid upon it.

C. MORTON STEWART, *President.*

MENDES COHEN,

FERDINAND C. LATROBE, *Mayor.*

JAMES R. HORNER, *Comptroller.*

JOHN A. ROBB, *Register.*

REPORT

— OF —

STEPHEN LITTLE

— ON THE —

FINANCIAL CONDITION OF THE WESTERN MARYLAND R. R. CO.

At September 30th, 1892.

REPORT.

NEW YORK, April 15th, 1893.

*C. Morton Stewart, Esq., President of
Board of Commission of
Western Maryland Railroad Company,
Baltimore, Md.*

SIR :

Pursuant to your instructions of January 12th, 1893, I beg to report that I have made a searching investigation into the accounts and affairs of the Western Maryland Railroad Company, and its allied lines, with a view of ascertaining its true financial condition at the close of its last fiscal year, September 30th, 1892. To accomplish this, it became necessary for me to go outside of the books, as what I found there afforded but a very imperfect index of where the company stood. It cannot indeed be said that it ever had, or has now, any system of accounts, in the common acceptation of that term, as applied to modern railroad accounting. Its methods are in the last degree antiquated and obscure. On the very threshold of my investigation I was confronted with the fact that while the President and General Manager in his reports to the Directors and to the public was

presenting the earnings and expenses of the road as they accrued, the Treasurer, who keeps the general ledger of the company, was taking these earnings and expenses to book, *only as they were received or paid*, thus leaving unrecorded therein the sources from whence these earnings were derived on the one hand, and the liabilities, consisting of pay rolls and vouchers, out of which the expenses grew, on the other. I had therefore no alternative but to take for my chart this so-called ledger, if I should reach any goal at all. I could not accept the President's figures of earnings, not that I believed them untrue, but because they were wholly unsupported on the debit side of the books by any data from which a balance could be ascertained. Neither could I accept his figures of expenses, not, as I repeat, because I believed them untrue, but because they were alike unsupported on the credit side of the books by any data from which a balance could be ascertained ; in other words, no point of beginning or ending upon this basis could by any possibility be reached. The only course left open to me was to compile the earnings, expenses, etc., from the books as they stood, and then bring up all the known assets and liabilities outside thereof to September 30th, 1892, which I have done as fully and faithfully as possible. This of itself was a tedious and laborious task, aggravated by the pernicious practice—and I speak in no invidious spirit of criticism—of covering into profit and loss, for the first four months of its fiscal year, all the earnings on one side and all the expenses on the other. There was,

however, no purpose to befog or confuse. It was simply the result of thoughtlessness, incapacity and inexperience, the officials in charge having inherited the practice from former administrations, and continued it for no better reason than what was esteemed good enough in the past was good enough still.

No thought was given apparently as to whether any improvement could be introduced, or, if considered, not acted upon. They were running in traditional time-honored grooves, and if their predecessors in office deemed it proper to entomb four or five months' earnings and expenses in the profit and loss account, and it passed unchallenged, it could not be amiss or harmful for them—thus was the practice crystallized and perpetuated. The business grew apace, but the officials in charge of this particular department of the service did not grow with it, and the merely local road of a few years ago has expanded into one of the most complex railroad systems of its size to be found anywhere, requiring for its proper administration accounting talent of the highest order. I refer not to the volume but the complexity of the work and the nice adjustments necessary under its various leases, contracts, etc. It is moreover exchanging business with four great lines, the Baltimore and Ohio, Norfolk and Western, Philadelphia and Reading, and the Pennsylvania Railroad, and with its primitive methods of accounting as compared with anyone of them is at an immense disadvantage viewed from that standpoint. No considerations of economy should be allowed to prevail in or-

ganizing its accounting department on modern principles, whereby its financial condition, whether good or bad, should be known each month, and there is no one so vitally interested in effecting this change as its largest creditor, the City of Baltimore. The only wonder is that it has not been brought about years ago. Let its earning capacity now be attested by what accrues in the year, whether collected or not, and its expenditures, including everything for which it is liable, charged against such earnings, whether paid or not. In no other way can any intelligent judgment of its value to the City of Baltimore, or to any would-be purchaser of the City's interest, be formed.

INCOME ACCOUNT FOR THE FISCAL YEAR ENDED SEPTEMBER 30TH, 1892.

The earnings and expenses, as thus ascertained, that is based on actual receipts and payments, including the three branches in Pennsylvania, from Edgemont to Shippensburg, and the new Potomac Valley branch to Cherry Run, were as follows :

Gross Earnings.....	\$833,830 84
Operating Expenses.....	590,807 90
Percentage of operating.....	<u>72.05%</u>
Net Earnings.....	\$243,022 94
Less Fixed Charges, etc.....	160,133 11
Resulting Surplus for the year	<u>\$ 82,889 83</u>

For the disposition of this surplus, the adjustments in Profit and Loss direct, and other financial operations outside of its Income Account, I respectfully refer you to the statement marked Exhibit "A." Attached to this exhibit you will find what I term an "Alternate Income Statement," wherein is charged the full interest on its bonded debt and rentals of leased lines—thus converting the apparent surplus of \$82,889.83 into a deficit of \$119,781.21. The purpose here is to show how close the company has come to earning its fixed charges before the benefits accruing to it from the opening of its Potomac Valley branch to Cherry Run, on the B. & O., and its extension from Porters to York, Pa., are felt. The earnings of the former branch cut no perceptible figure in its accounts for the fiscal year under consideration, and the York branch is still in course of construction.

BALANCE SHEET, SEPTEMBER 30TH, 1892.

Next in order, and marked Exhibit "B," is the Balance Sheet, not according to its books, but according to my findings of what its Assets and Liabilities on the above date should be. Briefly stated, the \$453,354.78 it had standing to the credit of its Profit and Loss account as an excess of assets over all liabilities, is turned by my adjustments into an excess of liabilities over all assets of \$3,417,039.06, and in proof thereof I must refer you to the statement itself, which is explicit as to dates, description and figures.

COMPARISON OF OFFICIAL AND REVISED BALANCE SHEETS.

That my revision and the reasons for it may be still more perspicuous, I have marshalled side by side in the statement marked Exhibit "C," what I term its official figures and my revised figures, with the increase or decrease in each item wherever any changes occur. By the official figures, I mean not those published in its Annual Report, which, in several instances, were condensed and gave results only as to the net debit or credit balances, but those actually found in the books under their proper and appropriate heads, whether debit or credit, and the gross debit or credit at that. In other words, every account is brought to light.

ANALYSIS OF INCREASES AND DECREASES.

ASSETS.

COST OF ROAD AND APPURTENANCES.

DECREASE, \$489,111.31.

My adjustments to the credit of this account are in gross \$1,101,057.14, and to the debit \$611,945.83, leaving the net reduction standing at \$489,111.31, as per Exhibit "D." In this account I found an erroneous charge of \$276,091.98 for equipment in the years 1872 and 1875, which I have transferred to Equipment account proper, where it belongs. The statement of these adjustments in Equipment, marked Exhibit "E," will explain them in detail. It is worthy of comment, however, that in September, 1872, the entire revenue

accounts from the opening of Ledger "B" in December, 1866, to the amount of \$563,445.83, were closed and carried to the credit of cost of road, while the expenses of operating and other charges to income for the same period, amounting to \$658,703.17, were closed and carried to the debit of cost of road, a most unusual and inexplicable entry. What ought to have been done was to close the expenses and other charges to income against such income, and the balance to profit and loss, but here the loss of \$95,257.34 was, by this peculiar book-keeping, capitalized and allowed to remain in cost of road. I have now written it out to profit and loss direct. The question will naturally arise as to what became of the accounts prior to December, 1866, which were carried in Ledger "A," the first ledger of the Company, and my answer is that they dropped out altogether until September, 1872, when an effort was made to adjust them. To explain to your satisfaction this extraordinary hiatus in the accounts of a railroad company it is necessary to be somewhat historical. In my researches then to learn the actual cost of the road I was led back to the very beginning, and soon discovered, to my amazement, that the balances on Ledger "A" were not brought forward to Ledger "B." Probing still further I found this explanation attached to page twenty-three of Ledger "B," and said by the officials of the Western Maryland Railroad now in charge to have been written by Mr. Daniel M. Moore, who was appointed auditor during Mayor Chapman's administration. I quote it as follows :

“The account with J. B. Boyle is not an individual account, but simply an account made with him as Treasurer of the company, to show what amount of the earnings of the company were paid by him towards the construction of the road, and also to show how much was paid by Mr. Chapman in Baltimore towards the running expenses and original indebtedness of the company.

“The Treasurer, Mr. Boyle, residing in Westminster, having the books there, and positively refusing to have anything to do with the accounts here, Mr. Chapman then bought these books for temporary use, not intending to make them a permanency or to have any connection with the general books of the company, and as matters were in some confusion and the papers mixed up, I was then appointed to put them in shape and afterwards appointed Auditor.

“On bringing the original books of the company from Westminster they were found to be in such a condition that no amalgamation could be made, hence of necessity I carried the business on mine.

“The books, by that arrangement, show a balance to the credit of J. B. Boyle, Treasurer, of \$2,742.28, and the only entry I can see to close such an account would be:

“JOHN B. BOYLE, *Late Treasurer, Dr.*

“To Profit and Loss.

“For this amount of balance existing in adjusting the accounts between the offices at Westminster and Baltimore \$2,742.28”

The paper is neither signed nor dated, but it must, nevertheless, be accepted in conjunction with the entry made in September, 1872, as the explanation.

I have constructed from the trial balance of Ledger "A," or what purports to be such, because the accounts therein did *not* balance, a statement of the Income Account from 1853 to 1869, inclusive, marked Exhibit "F," showing an apparent profit for that period of \$197,314.69, which was evidently invested in Cost of Road and Equipment. To this I add a statement of Assets and Liabilities, wherein it will be found that the Cost of Road and Equipment then stood at \$933,770.70, and it was to adjust such cost that the entry in September, 1872, was made. The language of this entry is as follows, viz:

"Cost of road and appurtenances, Dr. to sundries, \$824,371.35.

"Capital stock, for difference in this account between the par value of stock paid for by subscribers as per stock list, and amount credited on Ledger *supposed* to have been paid on account of construction of road, right of way, judgments, &c., and not having been entered at the various periods of payment respectively.

"Capital stock.....	\$224,371	35
1st mtge. (Jan., 1860, payable 1890),		
unendorsed.....	400,000	00
1st mtge. (Jan., 1860, payable 1890),		
endorsed by City of Baltimore....	200,000	00
Total	\$824,371	35

“The bonds and the funds realized from the bonds, for which the above mortgages were made, are *supposed* to have been disposed of in payment of contractors, etc., and not previously entered regularly on the books.”

In this connection there is much stress to be laid on the word “supposed,” which is applied both to the capital stock and to the bonds. If we now turn to the liabilities found on Ledger “A,” the capital stock is put down at \$216,200.00 against the figures of \$224,371.35 used in the adjustment, while Loan No. 1, payable in 1890, mentioned in the statement as \$520,400.00, was probably the amount of cash realized from the sale of the 1st mortgage, endorsed and unendorsed bonds to the amount of \$600,000.00, the discount on same being a proper charge to Cost of Road. With this explanation, which I think is the true one, and calling attention again to the fact that the ledger under consideration was \$32,945.13 out of balance, I dismiss that branch of the subject. I desire also to state that very few entries were made therein after December, 1866, and these few were mostly from the cash, as if Mr. Boyle, the Treasurer at Westminster, was still receiving some odds and ends thereof up to 1869, notwithstanding the books were then, to all intents and purposes, kept in Baltimore. The sinking fund of \$30,000.00 (in reality \$40,000.00) was not brought forward to Ledger “B;” but this I will treat of later under the head of Sinking Funds.

EQUIPMENT—INCREASE, \$293,831.47.

This account I have increased from \$642,617.83, at which it stood on the books, to \$936,449.30, the difference of \$293,831.47 consisting of \$276,091.98 erroneously charged to Cost of Road in 1872 and 1875, and \$17,739.49 erroneously charged to Profit and Loss in September, 1879, and September, 1880. These adjustments leave the Cost of Road standing at \$47,630.53 per mile, and the Equipment at \$10,404.49, or \$58,035.02 per mile, for Road and Equipment combined, counting the distance from Baltimore to Williamsport, Md., as 90 miles. At the present day these figures look and probably are excessive, but it must be borne in mind that rails and other track material were much higher then than now. The practice moreover was to capitalize the interest on deferred payments, both for rails and equipment, when notes were given to secure the payment for same, but if discounts were obtained at the banks then the interest was so charged. I cite this merely to show the crudities and inconsistencies of the book-keeping. The interest on the deferred payments for rails or equipment could add nothing to the value of either, and formed no part of their first cost. In my statement of assets, I give as an abstract matter of information the list of the company's equipment at June 30th, 1892, per its report to the Inter-State Commerce Commission made under oath. Both of these accounts will be fully treated of from a different standpoint by Col. Douglas, my colleague on the investigation.

Betterments	\$372,599 80
Extraordinary expenses	248,192 24
New tracks	57,125 86
Total decreases	\$677,917 90

All of these I regard as ordinary working expenses pure and simple, and as such I have written them unhesitatingly to the debit of Profit and Loss. The \$57,125.86 was the cost of replacing an inferior rail with a better class of rail on one of the Baltimore and Cumberland Valley branches held under lease, and could with no propriety be thus capitalized.

BALTIMORE AND HARRISBURG RAILWAY COMPANY—DECREASE, \$97.50.

This represented an investment of \$105.00 in two shares of that company's guaranteed preferred 5 per cent. stock, which was written down erroneously from \$105.00 to \$97.50 by the credit of three dividends of \$2.50 each. These, together with nine other dividends, or \$22.50 due to September 30th, 1892, I have credited to Profit and Loss and restored the investment to its original cost of \$105.00.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY—DECREASE, \$14,414.15.

There is neither betterments in nor recovery of this as an open account, and I have likewise closed it to the debit of Profit and Loss, the B. & C. V. Extension Co. being also a leased line.

BALTIMORE AND HARRISBURG WESTERN EXTENSION
STOCK—DECREASE, PAR \$240,000.

This stock is owned, and the dividends of 5 per cent. thereon guaranteed by the Western Maryland R. R. Co., but it is not properly on its books at par, the road having been built out of the proceeds of the bonds issued for a like amount. For the purpose of this report I must ignore the stock entry and treat it as an account current between the two companies, to be adjusted later in accordance with the facts.

On the one side is the liability of \$262,481.11, including \$17,000.00 of the notes of the B. & H. Western Extension Company, outstanding September 30th, 1892, issued to contractors for the completion of its road, and on the other is the asset of \$257,196.08 as *representing* its cost, but having no rightful place as such on the books of the Western Maryland Railroad Company. On the contrary, the road is leased to the Western Maryland Railroad Company, and its cost, when ascertained, should be on its own books as soon as they can be opened and written up.

SINKING FUND, FIFTH MORTGAGE—DECREASE, \$100,000.

This amount, with its accretions, I have deducted from the amount of interest due the City of Baltimore on the liability side of the balance sheet, and will enter into greater detail regarding it under the head of Sinking Funds in General.

CASH—DECREASE, \$40,249.65.

The actual cash on hand September 30th, 1892, was not \$43,364.76, as reported, but \$3,115.11, the decrease representing moneys which had been paid for a series of years, mainly for expenses, consisting of interest, ground rents, etc., on Western Maryland Terminal property, and carried in the cash balance as paid from year to year for eleven years. In explanation of this transaction, I would state that the whole amount expended on and charged to the Western Maryland Terminal property from August 3d, 1882, to September 30th, 1892, was \$85,034.84, of which \$36,163.81 was reimbursed to the railroad company by the City of Baltimore, and which, together with the \$95,000.00 the City had previously paid, constitutes its investment of \$131,163.81 in that property. Deducting the \$36,163.81 from the \$85,034.84 left \$48,871.03, which in turn was reduced by the sale of old material (\$4,817.46) on the terminal property, and the payment by the railroad company of \$4,000.00 on account, to \$40,053.57. This, when analyzed, is found to be as follows :

Real Property (see Statement of Assets).... \$6,126 65
Bills payable :

For payment of McClernan note of \$1,-	
500.00, erroneously charged to the ter-	
minal property.....	1,500 00

Amount carried forward..... \$7,626 65

Amount brought forward	\$7,626 65
Profit and loss :	
For ground rents, interest, etc., on Western Maryland terminal property paid at various times and carried as cash	32,426 92
Total	<u>\$40,053 57</u>

There was also carried in the cash balance an item of \$196.08 for advances to the Baltimore and Harrisburg Western Extension, which I have transferred to the debit of that company, thus accounting for the \$40,249.65 decrease in the cash. For the details of the items making up the \$42,290.46 of the \$85,034.84, viz: the \$36,163.81 paid by the city, and the \$6,126.65 paid by the railroad company, I refer you to exhibit marked "I "

INDIVIDUALS AND COMPANIES—INCREASE \$4,494.37.

This is the amount due by various companies and individuals for labor, material, etc.

UNADJUSTED EXPENSES—INCREASE, \$93,324.52.

These grow out of the unpaid Pay Rolls and Vouchers to be found among the liabilities. Of course whatever elements of expense enter here, they are not to be considered as an asset, the title of the account itself precluding that idea, but, pending adjustment, they are so grouped. In all probability the bulk of the

\$93,324.52 is expenses, and would naturally increase the debit to Profit and Loss to that extent.

AGENTS—INCREASE, \$119,996.09.

This is the amount due by agents on September 30th, 1892, and not taken to the general ledger of the company, nor would it, under their methods of accounting, be so taken until paid.

FOREIGN ROADS—INCREASE, \$19,256.20.

This, as will be manifest from the statement of assets (Exhibit "B"), is the net amount due by foreign roads for traffic balances. In like manner it would not be taken to the general ledger until paid.

COST OF B. & H. WESTERN EXTENSION—INCREASE,
\$257,196.08.

I have already explained the nature of this account in connection with the entry of \$240,000.00 of stock of the same company.

HILLEN STATION PROPERTY—INCREASE, \$200,000.00.

This is grouped among the contingent assets, for the purpose of bringing it under review.

WESTERN MARYLAND RAILROAD TERMINAL COMPANY
PROPERTY—INCREASE, \$131,163.81.

The same remark will apply with equal force to this.

WESTERN MARYLAND RAILROAD TERMINAL COMPANY
PROPERTY—INCREASE, \$6,126.65.

For the origin and explanation of this debit, I must refer you to my analysis of the cash balance at September 30th, 1892.

WESTERN MARYLAND RAILROAD TERMINAL COMPANY
PROPERTY, UNDER CONTRACT OF PURCHASE—
INCREASE, \$41,564.49.

These contracts were formally entered into by the parties named in the statement of assets, and executed on behalf not only of the Terminal Company, but by the Western Maryland Company as well. The figures, however, have never been committed to the books, and are now brought up for review. In respect to the Cunningham property of \$7,000.00, the improvements thereon at the expense of the railroad company to the extent of \$3,500.00 revert to the estate of Cunningham in the event of the title to same not being confirmed, while in the case of the Price property, costing \$4,000.00, the improvements thereon at the expense of the railroad company to the extent of \$2,000.00 revert to Price in the event of the title to same not being confirmed. This completes my analysis of the increases and decreases of assets save to state that I have reduced such assets from a total of \$6,591,224.84 to \$6,196,515.51, or \$394,709.33 in all, and put \$3,417,-039.06 to the debit of profit and loss to balance. In support of this, I attach statement marked Exhibit "G."

LIABILITIES—FIFTH MORTGAGE BONDS—DECREASE, \$96,000.

These bonds are still unissued, and it was a mistake to write them on the books as outstanding. I will explain the error at length under the head of Sinking Funds.

INTEREST ON FUNDED DEBT DUE AND ACCRUED TO CITY
OF BALTIMORE AT SEPTEMBER 30TH, 1892.
INCREASE, \$2,972,318.44.

No recognition of this liability has ever appeared on the company's books, on the ground, apparently, that what it could not pay, it did not owe, and it is now set up in this statement for the first time. The City, however, did not lose sight of it, as the annual reports of the Register and of the Commissioners of Finance to the members of the First and Second Branches of the City Council of Baltimore, always made specific mention of it.

RENTALS OF LEASED LINES DUE AND ACCRUED TO
SEPTEMBER 30TH, 1892—INCREASE, \$16,821.50.

These are detailed at length in the statement of liabilities. The coupon accounts representing the rentals of these lines are out of balance, and the cause is that the State of Pennsylvania constitutes the treasurer of the Western Maryland Railroad Company its tax-gatherer, and when coupons of bonds held by residents of Pennsylvania are presented, requires him to withhold the tax and pay it over to the State. By

this arrangement the net amount only is charged to rentals; thus, if a \$25.00 coupon were presented and the tax was \$2.00, the sum of \$23.00 only would be charged to rentals and the other \$2.00 to taxes when paid. It is a question whether the State has any legal right to make such requirement of the officials of the Western Maryland Railroad Company. If it has, then the rental account should be charged with the full amount of the coupons and the State of Pennsylvania credited with its proportion, to be in turn debited when the payment was made. The practice has been to burn the coupons and for a committee of the directors to so certify, but unless these certificates can be found no adjustment of this account is possible, save by a process of deduction, the evidences in the coupons themselves being destroyed. We are thus left to the inference that all may possibly have been paid, but inference is not correct accounting.

ACCRUED TAXES TO SEPTEMBER 30TH, 1892.
INCREASE, \$9,260.03.

Based on the taxes paid in the fiscal year ending September 30th, 1891, I estimate that the above sum had accrued up to September 30th, 1892, the details of which also appear in the statement of liabilities.

BILLS PAYABLE—DECREASE, \$1,500.

This was for a note of that amount issued to McClernan, and when paid, charged, not to bills

payable, but to Western Maryland Railroad terminal property, in error. It is treated of in my analysis of the cash balance of \$43,364.76.

BALTIMORE AND HARRISBURG RAILWAY WESTERN
EXTENSION—INCREASE OF \$17,000.

This represents the unpaid notes of that company issued to contractors for the completion of its road, and the amount is here brought to light in the account current, as a matter for your information, but should appear on the books of that company when opened.

VOUCHERS—INCREASE, \$67,516.27.

This was the amount of unpaid vouchers at September 30th, 1892, not taken to the general ledger of the company.

PAY ROLLS—INCREASE, \$30,302.62.

This represented the unpaid rolls (mainly September, 1892, pay rolls) at September 30th, 1892, and the sum of the two is carried among the assets as "Unadjusted Expenses," of which I have already spoken under that head.

HILLEN STATION PROPERTY—INCREASE, \$156,715.42.

This is the contingent liability to the City of Baltimore for the Hillen Station property, after crediting the sinking fund (1 per cent. per annum on \$200,000) on same, which the City established out of the \$16,000.

(8 per cent.) per year rental paid by the railroad company. The railroad company has the option at any time to apply this sinking fund, so far as it has accumulated, to the purchase of the property, or it can elect to continue the payment of the rental of \$16,000 per year, until the debt of \$200,000 is, through the operation of the sinking fund, extinguished, and it acquires the property in that way.

WESTERN MARYLAND RAILROAD TERMINAL PROPERTY—
INCREASE, \$117,633.45.

The same remarks as to the Hillen Station property apply alike to this. The railroad company has an option to purchase, which if exercised, carries the sinking fund (1 per cent. on \$131,163.81) with it as a credit on the principal sum, or it can elect to continue to pay the rental of \$9,181.47 (7 per cent.) per year until the debt of \$131,163.81 is, through the operation of the sinking fund, extinguished, and it acquires the property in that way. In this case the City gets a net rental of 6 per cent. per annum and for the Hillen Station property a net rental of 7 per cent. per annum.

UNADJUSTED EARNINGS—INCREASE, \$139,252.29.

This sum grows out of the debits to agents, \$119,996 09, and foreign roads, \$19,256.20, which have no representation on the general ledger of the company. It cannot, as its title implies, be considered a liability, but is grouped there pending adjustment. The proper way to look at it is in connection with the \$93,324 52

for unadjusted expenses, of which I have already spoken, and assume for our purposes that the difference of \$45,927.77 between the two sums would go in part at least to the credit of profit and loss. It must be remembered, however, that in the debit to agents there are probably some amounts which accrue to other railroads. In the unadjusted expenses, too, there may be items that are not chargeable to expenses, but to capital account.

SALARIES OF GENERAL OFFICERS—INCREASE, \$4,800.00.

This was the amount due the general officers of the company at September 30th, 1892, in addition to the \$30,302.62 under the title of pay-rolls, for the rank and file generally.

WESTERN MARYLAND RAILROAD TERMINAL PROPERTY—
INCREASE, \$41,564.49.

I have already described in my analysis of the assets the character of this liability, and beg to refer you for further particulars to the formal contracts of purchase on file with the Secretary of the company.

TOTAL LIABILITIES—INCREASE, \$3,475,684.51.

The foregoing details under this head sufficiently attest the correctness of these figures.

EARNINGS AND EXPENSES OF BRANCHES RUN IN CON-
NECTION WITH THE WESTERN MARYLAND
RAILROAD PROPER.

Marked Exhibit "H" is an approximate statement of the surplus or deficit on the three branches from

Edgemont to Shippensburg, as well as the Western Maryland proper between Baltimore and Williams port, Md.

From Edgemont to State Line the surplus is \$5,203.34. From State Line to Waynesboro the surplus is \$3,995.48. From Waynesboro to Shippensburg the *deficit* is \$6,734.30, and from Baltimore to Williamsport, Md., the *deficit* is \$110,245.73, or a net *deficit* of \$107,781.21 for all, to which add the \$12,000.00 per year rental of the Baltimore and Harrisburg Western Extension, makes a total deficit of \$119,781.21.

The last named branch is operated in connection with the Baltimore and Harrisburg system, and its earnings and expenses carried on the books of that company, but being leased to the Western Maryland Railroad Company, its guaranteed rental is charged on its books.

LIST OF SECURITIES OWNED BY THE WESTERN
MARYLAND RAILROAD COMPANY,
BUT NOT ON ITS BOOKS.

STOCKS.

	PAR.
Baltimore and Harrisburg Western Extension.....	\$240,000 00
Baltimore and Harrisburg proper.....	659,050 00
Baltimore and Cumberland Valley Railroad (State Line to Waynesboro).....	76,700 00
Baltimore and Cumberland Valley Railroad (Edgemont to State Line).....	42,500 00
Potomac Valley Railroad Company	5,050 00
Total par value.....	\$1,023,300 00

The whole 4,800 shares of the Baltimore and Harrisburg Western Extension stock of the par value of \$50.00 per share, 13,178 shares of the Baltimore and Harrisburg stock of the par value of \$50.00 per share, and 1,533 shares of the Baltimore and Cumberland Valley Railroad stock (State Line to Waynesboro) of the par value of \$50.00 per share, are pledged with the Farmers' and Merchants' Bank of Baltimore to secure a loan from it of \$40,000, and a loan from the Commercial and Farmers' Bank of Baltimore of \$30,000, in all \$70,000, the understanding between these two banks being, as the cashier of the former expressed it, that the Farmers' and Merchants' holds the collateral in common. The notes and the collateral securing them are not connected, by which I mean that they are ordinary straight notes, and not collateral notes. This is an unusual if not hazardous method of issuing notes, and as such I call your attention to it.

The pledge of these collaterals was authorized by the Directors of the Western Maryland R. R. Co. in a formal resolution which you will find on its minute book under date of January 27th, 1892. The 850 shares of the Baltimore & Cumberland Valley R. R. stock (Edgemont to State Line) of the par value of \$50.00 per share, are pledged with the Mercantile Trust and Deposit Co. of Baltimore for a loan of \$15,000.00, but the note given in this case was, as I understood, a collateral note. All the other loans of the company detailed in my statement of liabilities are unsecured by any collaterals. The whole issue of the Baltimore

and Harrisburg Railway stock is 13,818 shares of the par value of \$50.00 per share, or \$690,900.00, of which 13,178 are pledged as stated, a certificate for three shares has been mislaid, and 637 shares are in the hands of the public. This stock came over to the Western Maryland R. R. Co. in the lease or transfer of the Baltimore and Harrisburg Railway, and forms part of the cost of that road on the books of the Baltimore and Harrisburg Company. There is no doubt in my mind, and I so recommend, that all these stocks should be written upon the Western Maryland R. R. books, at a nominal value to be fixed by its directors, and the accountability for them thus preserved. Now they have no representation there.

SINKING FUNDS, ETC.

In 1860 and 1861 a sinking fund of \$40,000.00, being 20 per cent. of the first mortgage endorsed bonds of \$200,000.00, was established by the City of Baltimore to retire these bonds or for other purposes. And in 1867 and 1868 another sinking fund of \$30,000.00 was created, being 10 per cent. of the second mortgage endorsed bonds. By judicious investment on the part of the Register of the City these two funds had grown at December 31st, 1886, to the sum of \$294,320.25, which was devoted by the Commissioners of Finance, under City Ordinance No. 11, approved March 10th, 1886, to the redemption on January 3d, 1887, of the Western Maryland Railroad overdue coupons in the hands of the public on first mortgage bonds and second preferred

mortgage bonds. In order that this transaction may be properly understood, it must be taken in connection with others, to wit: The issue January 1st, 1887, of \$1,704,000.00 of the City stock, secured by the fifth mortgage, redeemable in 40 years and bearing interest at the rate of $3\frac{1}{4}$ per cent. per annum. Out of this the City retained \$100,000.00 as a sinking fund, and the residue of \$1,604,000.00, together with the \$294,320.25 realized from the sale of the securities in the old sinking funds, and \$55.75 in cash then drawn from the treasury of the Western Maryland Railroad Company, or \$1,898,376.00 in all, was used for the following purposes, viz:

The cancellation and retirement of the First Mortgage unen- dorsed Bonds.....	\$ 400,000 00
First Mortgage endorsed Bonds.....	156,500 00
Second Mortgage endorsed (by Washington Co).....	300,000 00
Second Mortgage endorsed.....	300,000 00
Preferred Second Mortgage.....	421,500 00
Funded Coupon Certificates held by the public.....	320,376 00
Total to balance.....	\$1,898,376 00

The whole amount of these funded coupon certificates or coupons on first mortgage bonds and second preferred mortgage bonds then outstanding was \$546,906.00, but the City while using the \$294,376.00 (in-

cluding \$55.75 received from the company in cash,) of the company's own sinking funds, and providing \$26,000.00 additional to pay the public holders thereof, forgave, for the time being, the debt to itself on the same account, amounting to \$226,530.00, which the railroad company still owes with the interest thereon. No entries were made on the books of the railroad company to corroborate these transactions, save the writing down of the old issues of bonds and setting up the new fifth mortgage to secure the issue of the City stock for a like sum. In doing this the whole amount *authorized* by the ordinance, viz: \$1,800,000, was put on the books as if it were outstanding, when in reality but \$1,704,000 had been so availed of, including the \$100,000 retained in the sinking fund.

The difference of \$96,000.00 was erroneously charged to general revenue or profit and loss, hence it becomes necessary for me for the purposes of this report to your Honorable Commission, to adjust it. I am in like manner obliged to adjust the \$40,000.00 sinking fund, which was created in 1860 and 1861, and in September, 1872, erroneously charged to cost of road, when the *forced* entry of \$824,371.35, before referred to, was made. The railroad company had no account of this sinking fund on its books, nor of the increment on it, or the increment on the \$30,000.00 established in 1867 and 1868. This is all the more strange when it is understood that the Treasurer's printed report each year, stated, as an abstract matter of information, that the sinking funds of the company in the hands of the

City were thus and so (vide report for 1886), showing conclusively that he was cognizant of the fact, but it did not seem to occur to him to charge the City with the same on the company's books. These books to-day take no note of the \$15,011.13 increment on the \$100,000.00 to September 30th, 1892, nor of either principal or increment of the 4 per cent. City loan sinking fund, amounting, as per my revised balance sheet, to \$55,312.05, viz:

Principal.....	\$45,711 50
Increment.....	9,600 55
Total, as above.....	\$55,312 05

The basis of this sinking fund came from the premium at which the \$684,000.00 Improvement Loan was sold. Of the *principal* of the sinking fund established in 1867 and 1868 it had account, but in June, 1887, it was erroneously closed out to the debit of profit and loss. This was not a proper disposition of it. On the contrary, it should have been written against the \$320,376.00 liability for funded coupon certificates, which it was used in part to pay, but no trace of which is to be found on the books of the railroad company then or since. As these accounts affect the general profit and loss account of the company, it becomes obligatory on me to adjust them also, which I do by debiting profit and loss with \$40,000.00 for the principal of the first sinking fund and crediting cost of road. The result of it all is to restore to the credit of profit and loss the \$56,000.00 with which, whether from carelessness or

incompetency, or both, it was, in 1887, overcharged. The proof of these figures is that, had the entries been made in sequence, profit and loss would have been debited with the \$320,376.00 for the funded coupon certificates due the public in common with those due the City itself, and credited with \$224,320.25 for *increment* on the two sinking funds of \$40,000.00 and \$30,000.00 respectively, the difference to the debit being \$96,055.75. Instead of this, profit and loss stands charged on the books with \$152,055.75, thus:

Fifth Mortgage.....	\$122,000 00
Sinking Funds of 1867 and 1868..	30,000 00
Cash	55 75
Total	\$152,055 75
Should be, as above.....	96,055 75
Overcharge.....	\$56,000 00

It required not only the \$294,320.25 in the old sinking funds and \$55.75 in cash, but also \$26,000 of the proceeds of the \$1,604,000 City stock at par to liquidate the indebtedness of \$320,376.00 to the public holders of the overdue coupons; but, as I have already said, this entry was never made. In this connection it is not out of place to add that the \$226,530.00 for the overdue coupons (funded coupon certificates) due the City, was carried on the books of the railroad company, not as a liability, but as an asset for the five successive years from 1887 to 1891, inclusive (vide reports for those years), as if the company had obtained a gift of

that amount from the City, while, on the contrary, it was the company that owed the City. This erroneous entry was reversed in September, 1892, and another entry made debiting profit and loss with \$226,530.00, setting up the liability of that amount to the City, thus depleting the profit and loss account to the extent of \$453,060.00.

Other instances of incompetency, equally glaring, were developed, notably among which was the opening of the Improvement Loan Account (\$684,000.00) in December, 1882, and the final closing of the same in September, 1887, by debiting to it the improvements which gave rise to its creation, so that when the improvements were completed there was no liability to the City on the books, nor no account of the cost of the improvements, save in the loan account, which was closed. This defect was, in December, 1888, remedied by debiting equipment with \$205,000, and cost of road with \$479,000, and crediting the City with \$684,000. No criticism in which I might indulge could be so eloquent as these serried facts, or stamp with deeper indelibility the utter incompetency of the several officials in charge of the books. I say this from no personal animus, but with the utmost respect for all the gentlemen arraigned, living or dead.

POTOMAC VALLEY BRANCH, FROM WILLIAMSPORT, MD.,
TO CHERRY RUN, ON THE B. & O. R. R.

This branch is practically completed and has been in operation for several months, but its cost, like that of

the B. & H. Eastern Extension to York, Pa., and the B. & H. Western Extension between Ortanna, Pa., and Highfield, Md., has so far been kept with other matters only on a memorandum cash book, and cannot, at this writing, be accurately stated, nor until a regular set of books is opened for it and such cost written up. It has created a mortgage on its property of \$2,000,000 at 5 per cent. per annum, (guaranteed by the Western Maryland Railroad Company and Baltimore and Harrisburg Railroad Company, conjointly), which is to cover the cost of the construction of its own road, the extension from Porters to York, Pa., thence to Chickies, Pa., across the Susquehanna river, to connect with the Reading and Columbia Branch of the Philadelphia and Reading Railroad at that point, and also the branch of 21 miles from Thomasville to Bowmansdale (near Harrisburg, Pa.), to connect with the Harrisburg & Potomac Railroad (Philadelphia & Reading System) at that point. Of the whole amount of bonds authorized, 110 of \$1,000 each, have been sold at 92½, including commissions; 356 of \$1,000 each, at 90, including commissions; 67 of \$1,000 each, are pledged with the Western Bank of Baltimore for a loan of \$50,000, and 67 of \$1,000 each, with the Commercial and Farmers' Bank of Baltimore for a loan of \$50,000, the Potomac Valley note in this case being endorsed by the Western Maryland Railroad Company; 33 of \$1,000 each, are pledged with the Baltimore Trust and Guarantee Company of Baltimore for a loan of \$25,000; 10 of \$1,000 each, are pledged with the National Mechanics' Bank of Baltimore for a loan of \$7,500, and still further secured by the endorse-

ment of the Western Maryland Railroad Company; 38 of \$1,000 each, are pledged with the Pennsylvania Steel Company to secure the payment of a note of \$28,347.59 for steel rails for the B. & H. Eastern Extension; 15 of \$1,000 each, are pledged with Coffrode and Saylor to secure the payment of a note of \$11,000 for bridge work, the notes in both cases being endorsed by the Western Maryland Railroad Company, and 10 of \$1,000 each are lodged with the York Real Estate and Deposit Company of York, Pa., for sale. This accounts for 706 bonds, and the remainder of those executed were, at the time of my examination, located as follows, viz: In custody of the Treasurer, 30, and in possession of the Mercantile Trust Company, 64, making 800 bonds in all, thus:

466 sold.
 230 pledged.
 10 on sale.
 30 with Treasurer.
 64 with Trust Company.

Total 800

and 1,200 in possession of President Hood unexecuted. The commissions allowed bankers and others for the sale of these bonds are at the rate of $2\frac{1}{2}$ per cent. on the par value.

On the 466 of these bonds which have been sold outright, the interest since the completion of the road has to be met as the coupons mature, and is chargeable to

the income. Of this I have taken no note in my "Alternate Income Statement," attached to Exhibit "A," but whatever it was to September 30th, 1892, would increase the deficit correspondingly.

The interest on the bonds pledged is not, naturally, subject to collection.

COMMISSIONS ON PASSENGER BUSINESS.

Commissions are allowed to parties promoting the excursion business to the various noted resorts on this line during the summer season, and these commissions are charged not to the expenses, as they should be, but to the passenger earnings. In the net results there would be no difference as to which method was pursued, but what is paid to a commission agent is on a parity with the salary paid to a line agent, and therefore an element of expenses. The amount of these commissions paid for the fiscal year ending September 30th, 1892, was, for the Western Maryland System, \$9,757.01, and for the Baltimore and Harrisburg System, \$2,225.94.

SETTLEMENT OF TRAFFIC BALANCES WITH THE BALTIMORE & OHIO AND PHILADELPHIA & READING R. R. CO'S.

The Baltimore and Ohio is usually indebted at the end of any given month some \$12,000.00 to \$15,000.00 over and above what the Western Maryland is due it on same account, and the Reading about \$25,000.00

per month on an average over and above what the Western Maryland is due it on same account. Some arrangement should be made whereby a weekly settlement on account could be effected with these two lines, as your line is in no condition, financially, to carry these balances save from week to week.

BALTIMORE AND HARRISBURG RAILWAY COMPANY.

The accounts of this company, including the earnings and expenses of the Baltimore and Harrisburg Western Extension, are carried on a separate set of books, and I submit herewith the same form of statements to exemplify its financial condition at September 30th, 1892, as I have for the Western Maryland proper, and its Cumberland Valley Branches. These statements have been also subjected to the same analysis at my hands as those of the Western Maryland Railroad Company.

That marked Exhibit "J" shows the earnings and expenses of this system to have been for the fiscal year ended September 30th, 1892, as follows, viz :

Gross Earnings.....	\$191,451 35
Operating Expenses.....	112,713 98
Percentage of operating.....	<u>58.87%</u>
Net Earnings.....	\$78,737 37
Less Fixed Charges.....	44,048 24
Resulting Surplus for the year	<u>\$34,689 13</u>

Attached to this Exhibit you will find my "Alternate Income Statement," which reduces the surplus for the year from \$34,689.13 to \$23,132.53, the difference of \$12,966.15 consisting of so-called Betterments, which I have charged to Expenses.

If the \$11,501.00 rental *paid* during the year for B. & H. Western Extension were charged on these books instead of on the Western Maryland books, this surplus of \$23,132.53 would be still further reduced to \$11,631.53.

BALANCE SHEET SEPTEMBER 30TH, 1892.

Next in order, and marked Exhibit "K," is the Balance sheet, not according to its books, but according to my findings of what its Assets and Liabilities on the above date should be. It had then to the credit of its profit and loss account \$87,667.38, which I have turned by my adjustments into a debit of \$51,265.27, or an excess of liabilities over all *Assets* to that extent.

COMPARISON OF OFFICIAL AND REVISED BALANCE SHEETS, MARKED EXHIBIT "L."

This comparison is made in the same form as that for the Western Maryland Railroad proper.

ANALYSIS OF INCREASES AND DECREASES.

ASSETS.

COST OF ROAD AND APPURTENANCES, INCLUDING
EQUIPMENT.

DECREASE, \$11,301.25.

This was for rent of locomotives erroneously charged to Equipment, which I have closed out to the debit of profit and loss.

Betterments.....	\$ 68,132 55
New Tracks....	44,736 74
Total Decreases.....	<u>\$112,869 29</u>

Both of these items should have been charged to Operating Expenses when the expenditures were incurred, and I have therefore written them now to the debit of profit and loss.

Unadjusted Expenses.....	\$13,495 70
Agents.....	21,923 46
Individuals and Companies.	777 02
Total Increases.....	<u>\$35,196 18</u>

The same explanation of similar items pertaining to the Western Maryland proper will suffice for these.

BALTIMORE AND HARRISBURG RAILROAD FIRST MORT-
GAGE BONDS—INCREASE, \$34,000.00

I have put these on both sides of the Balance sheet for the purpose of bringing them under review. When the

loan is paid off the bonds revert to the company, or, if sold in liquidation of the loan, the adjustment would be made accordingly. This completes my analysis of the increases and decreases of assets, save to state that I have reduced such assets from a total of \$1,527,617.05 to \$1,473,642.69, or \$53,974.36 in all, and put \$51,265.27 to the debit of profit and loss to balance, consisting chiefly of the Betterments, new track, Equipment, and accrued interest to September 30th, 1892, on the various classes of bonds, etc.

LIABILITIES—BALTIMORE AND HARRISBURG FIRST MORT-
GAGE BONDS—INCREASE, \$34,000.00

This I have already explained in connection with the increase on the other side of the balance sheet.

Vouchers	\$ 5,948 76
Pay Rolls	7,546 94
Unadjusted earnings	22,700 48
Interest accrued and matured on the various classes of bonds.	14,761 11
Total Increases	<u>\$50,957 29</u>

These come under the same category as the list of accounts of a like class of the Western Maryland proper, and the same explanation covers both. The coupon accounts here are also out of balance for the reasons set forth very fully on pages 20 and 21 of this report.

TOTAL LIABILITIES—INCREASE, \$84,958.29.

The foregoing details under this head sufficiently attest the correctness of these figures.

EARNINGS AND EXPENSES OF THE BALTIMORE AND HARRISBURG WESTERN EXTENSION IN CONNECTION WITH THE BALTIMORE AND HARRISBURG PROPER.

The statement marked Exhibit "M" gives the approximate Earnings and Expenses, etc., of the Baltimore and Harrisburg Western Extension, in connection with the Baltimore and Harrisburg proper, resulting in a surplus for the former, if its fixed charges of \$12,000 per year carried on the Western Maryland books be excluded, of \$10,621.80, and a surplus for the latter of \$12,510.73. Total surplus, \$23,132 53.

LIST OF SECURITIES AND NOTES OWNED BY THE BALTIMORE AND HARRISBURG RAILWAY COMPANY, BUT NOT ON ITS BOOKS.

29 Second Mortgage Bonds, Berlin	
Branch Railroad, \$500 each....	\$14,500 00
106 shares Berlin Branch Railroad stock, par.....	5,300 00
400 shares Frederick & P. L. R. R. stock, par.....	20,000 00
Note Bachman Valley Railroad..	6,264 76
Note Bachman Valley Railroad..	2,976 88
Note Bachman Valley Railroad..	3,848 84
Note Berlin Branch Railroad....	1,747 20
Note Berlin Branch Railroad....	1,700 00
Note Berlin Branch Railroad....	1,500 00
Note E. W. Warner.....	400 00
Note Samuel Hoffacker, (balance).	76 37
Total	<u>\$58,314 05</u>

The stocks and bonds above enumerated should be written on the books at a nominal value to preserve the accountability therefor. Whether, however, they have any real value, is another question.

The notes of the Bachman Valley Railroad are already outlawed by the statute of limitations, and the road itself, or the greater portion of it, absorbed into the Baltimore and Harrisburg System, so that if they were good it would be only a claim against itself.

The other notes, if not intrinsically worthless, are also outlawed by the statute of limitations.

STOCKS OWNED BY POTOMAC VALLEY RAILROAD
COMPANY WHICH SHOULD APPEAR ON
ITS BOOKS WHEN OPENED, VIZ:

23 shares Potomac Valley Railroad of West Virginia of the par value of \$1,150 (10 per cent. paid in).

At the last moment, and when about handing you this report in person, with its accompanying Exhibits, I discovered that the company had taken no account of the issue in September, 1887, of \$324,000 of its First Preferred Stock to the Commissioners of Washington County, in lieu of the surrender to it by them of the overdue coupons upon \$300,000 of its second mortgage bonds which these County Commissioners held, and the *principal* of which, \$300,000.00, was paid off from the proceeds of the issue of \$1,704,000 $3\frac{1}{4}$ per cent. City stock heretofore referred to. This obligation, like the obligation for overdue interest to the City of

Baltimore and others of kindred character, was not committed to the books.

My report has been already delayed by a series of unforeseen circumstances over which I had no control, and it would delay it still further to attempt to embody now in the balance sheet this newly discovered liability, so far as the capital stock of a corporation can be considered a liability. Suffice it then to say that by this discovery the gross Liabilities of the company are increased from \$9,613,554.57 to \$9,937,554.57, and the debit to profit and loss from \$3,417,039.06 to \$3,741,039.06, so that the company's Liabilities now exceed its Assets by that amount.

There is also a mortgage of \$30,000.00 on the Hagerstown Depot property, on which interest at the rate of $5\frac{1}{2}$ per cent. per annum (\$1,650.00) is being paid, but neither is this Liability written on the books. It would not, however, affect the profit and loss account, as the asset in the property itself would counter-balance such liability.

From an expert examination of books and accounts, my mission, as will be obvious to you, has resolved itself into a voyage of discovery. The doubt is therefore raised in my mind as to whether other Liabilities may not in fact exist, but my engagements, at present, will not permit me to go further into the realms of the unknown.

No time, I repeat, should be lost in opening a new set of books for the Western Maryland Railroad Com-

pany on the lines I have indicated, wherein could be kept an account with the "old books" until all settlements affecting them in the matter of current assets and current liabilities could be made.

The programme would be to open an account on the new books, entitled "Old Books," and an account on the old books, entitled "New Books." As the current assets on the old would be collected, the cash on the new would be debited, and "Old Books" account credited. Then on the old books the "New Books" account would be debited and the proper accounts credited.

On the other hand, as the current liabilities on the old books would be paid, the account "Old Books" on the new would be debited and cash credited. Then on the old books the account entitled "New Books" would be credited and the proper accounts debited.

In this manner the old books would soon close out and the record be thus complete. To institute such a system and carry it out to a practical solution, would, as I have already intimated, require first class accounting talent, for it involves, for the time being, not only double, but quadruple entry.

My thanks are due to Messrs. Hood and Baer, President and Treasurer, respectively, and their office staff, for courtesies and facilities extended to me during my examination.

Respectfully submitted,

STEPHEN LITTLE.



EXHIBIT A.

Income Account of the Western Maryland Railroad Company for the Fiscal Year ending September 30th, 1892 (as per Books).

Gross earnings from freight	\$424,550 14
Passengers.....	323,985 16
News agency.....	892 58
Milk freight.....	31,168 84
Market and express freight.....	4,352 22
Mail service.....	26,077 23
Adams Express.....	22,804 67
Total.....	\$833,830 84

Operating Expenses—

Transportation expenses.....	\$327,259 19
General expenses.....	13,341 37
Maintenance of way	89,328 15
Repairs depots and buildings	4,314 55
Repairs bridges	10,198 35
Repairs machinery.....	13,941 39
Repairs locomotives.....	32,662 47
Repairs passenger cars	14,181 27
Repairs burden cars.....	17,579 89
Telegraph account.....	12,934 91
Damage and loss, freight.....	2,019 60
Personal injuries	14,459 00
Legal expenses	5,690 22
Repairs of water stations	646 11
Stationary machinery and shops	2,445 97
Ground rents.....	10,970 21
Loss and damage, property.....	302 25
Salaries (general officers).....	18,533 00
	\$590,807 90
Percentage of operating.....	72.05 %
Net Earnings (carried forward).....	\$243,022 94

Net Earnings (brought forward)	\$243,022 94
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Less fixed charges, etc.

Interest on Funded Debt (paid during the year)—

First mortgage, \$43,500, at 3 per cent., 1st January and 1st July.	\$ 1,305 00	
Preferred second mortgage, \$178,500, at 3 per cent., 1st January and 1st July.....	5,355 00	
Funded coupon certificates, \$226,530, at 3 per cent.....	6,795 90	
Unfunded first mortgage coupon certificates held by City, \$71,742, at 3 per cent.....	2,152 26	
Fifth mortgage, \$1,704,000, at 1.62½.	27,690 00	
City loan of \$684,000, at 2 per ct..	13,680 00	
		\$56,978 16

Rentals of Leased Lines

paid during the year—

B. & C. V. R. R. Co.....	\$7,416 00	
B. & C. V. R. R. Co., extension...	31,234 00	
B. & H. Ry. Co., W. extension....	11,501 00	
		\$50,151 00
Interest, discount and exchange..	27,886 87	
Taxes	19,898 34	
Insurance.....	1,861 30	
Blue Ridge Hotel Co. (account guarantee).....	3,307 44	
Capital stock (one share).....	50 00	
		\$160,133 11
Surplus as per books.....		\$82,889 83

*Books—General Revenue or Profit and Loss Account. Adjustments therein
September 30th, 1891, to September 30th, 1892.*

By balance surplus September 30th, 1891.....	\$823,524 95
By surplus for year ending September 30th, 1892, as per Income Account.....	82,889 83
Total.....	<u>\$906,414 78</u>

Less—

For adjustments for the year to the debit of this account, viz: Reversal of entry putting funded coupon certificates on the books as an asset of the company.....	\$226,530 00
For entry putting these certificates on the books as a liability to the City of Baltimore.	226,530 00
	<u>\$453,060 00</u>
By balance at credit of Profit and Loss Sep- tember 30th, 1892, as per comparative balance sheet	<u>\$453,354 78</u>

*Comparative Balance Sheet for Fiscal Years Ending September 30th, 1891,
and September 30th, 1892.—Books.*

ASSETS.	1891.	1892.	INCREASE.	DECREASE.
Cash.....	\$ 44,274 76	\$ 43,364 76	.....	\$ 910 00
Material on hand.	12,787 34	18,537 95	\$ 5,750 61	.....
Equipment	665,938 10	642,617 83	.....	23,320 27
Betterments.....	341,233 92	372,599 80	31,365 88	.....
Cost of Road and Appurtenances.	4,775,649 33	4,775,859 33	210 00	.....
B. & C. V. R. R. Ex. Co.....	13,914 15	14,414 15	500 00	.....
W. M. T. W. R. R.	13,064 23	17,631 18	4,566 95	.....
New Tracks	57,125 86	57,125 86	.....	.....
B. & H. Ry. W. Extn. Stock....	240,000 00	240,000 00	.....	.....
Extraordinary Ex- penses	248,192 24	248,192 24	.....	.....
New Lines	35,279 99	26,763 73	.....	8,516 26
Balt. & Hsbg. Ry. Co.....	97 50	97 50	.....	.....
Sinking Fund 5th Mortgage.....	100,000 00	100,000 00	.....	.....
Funded Coupon Certificates	226,530 00	.....	.....	226,530 00
Potomac Valley Railroad	17,500 00	17,500 00	.....	.....
B. & Hsbg. Ry. Loan Account.	20,987 10	5,849 67	.....	15,137 43
Maryland Avenue Property	3,371 45	3,281 16	.....	90 29
Central States Dis- patch.....	.....	1,000 00	1,000 00	.....
B. & Hsbg. Ry. E. Extension .....	.....	1,677 93	1,677 93	.....
Ryan & McDon- ald.....	.....	4,211 75	4,211 75	.....
W. M. T. W. R. R. Co. Stock.....	500 00	500 00	.....	.....
Total Assets..	\$6,816,445 97	\$6,591,224 84	.....	\$225,221 13

LIABILITIES.	1891.	1892.	INCREASE.	DECREASE.
Bills Payable....	\$ 436,270 71	\$ 347,100 00	.....	\$89,170 71
Adams Exp. Loan	7,303 75	.....	.....	7,303 75
Capital Stock....	684,700 00	684,750 00	\$ 50 00	.....
B. & Hsbg. Ry. W.				
Extension.....	255,637 61	245,481 11	.....	10,156 50
Wm. Early.....	198 42	198 42	.....	.....
1st Mtg. end. Balt.				
City	43,500 00	43,500 00	.....	.....
Prefd. 2d Mtge....	178,500 00	178,500 00	.....	.....
3d Mtge. end. Balt.				
City	875,000 00	875,000 00	.....	.....
4th Mtg. City Stk.	1,000,000 00	1,000,000 00	.....	.....
J. K. Longwell ..	2,500 00	2,500 00	.....	.....
G. T. Kaines.....	2,500 00	2,500 00	.....	.....
M. Kerns.....	454 75	454 75	.....	.....
Gillice & Reilly...	444 02	444 02	.....	.....
M. M. McCabe....	96 76	96 76	.....	.....
5th Mortgage....	1,800,000 00	1,800,000 00	.....	.....
Mayor and City				
Council of Balt.	684,000 00	684,000 00	.....	.....
Mayor and City				
Council of Balt.				
Funded Coupon				
Ctfs... ..	.....	226,530 00	226,530 00	.....
B. & Hsbg. Ry.				
Ex. Stock.....	17,500 00	17,500 00	.....	.....
Mrs. F. E. Hood .	4,315 00	4,315 00	.....	.....
Potomac V. R. R.				
Loan.....	.....	25,000 00	25,000 00	.....
Total Liabilities	\$5,992,921 02	\$6,137,870 06	\$144,949 04	.....
By Profit and Loss				
to balance, be-				
ing excess of				
Assets over all				
Liabilities.....	823,524 95	453,354 78	.....	370,170 17
	<u>\$6,816,445 97</u>	<u>\$6,591,224 84</u>	<u>.....</u>	<u>\$225,221 13</u>

*Summary of the Financial Operations of the Western Maryland Railroad
Company from September 30th, 1891, to September 30th, 1892,
Outside of its Income Account—Books.*

Resources to be accounted for, thus:

Decrease of Assets.

Cash	\$	910	00
Equipment		23,320	27
New Lines.....		8,516	26
Funded Coupon Certificates.....		226,530	00
Baltimore and Harrisburg Railway Loan Ac- count		15,137	43
Maryland Avenue Property		90	29
Total Decrease of Assets.....			\$274,504 25

Increase of Liabilities.

Capital Stock	\$	50	00
Funded Coupon Certificate Mayor and City Council Baltimore.....		226,530	00
Potomac Valley Railroad Loan.....		25,000	00
Total Increase of Liabilities.....			\$261,580 00
Grand Total to be Accounted for			<u>\$526,084 25</u>

This sum is accounted for as follows:

Increase of Assets.

Material on Hand.....	\$	5,750	61
Betterments		31,365	88
Cost of Road		210	00
Baltimore & C. V. R. R. Extension.....		500	00
W. Md. T. W. R. R.....		4,566	95
Central States Dispatch.....		1,000	00
B. & H. Railway E. Extension		1,677	93
Ryan & McDonald.....		4,211	75
Total Increase of Assets (carried forward)			<u>\$49,283 12</u>

Amount brought forward...	\$ 49,283 12
---------------------------	--------------

Decrease of Liabilities.

Bills Payable.....	\$89,170 71
Adams Express Loan.....	7,303 75
B. & Harrisburg W. Extension.....	10,156 50
Total Decrease of Liabilities.....	\$106,630 96
Decrease of General Revenue or Profit and Loss to balance (See Comparative Balance Sheet)	370,170 17
Grand Total Accounted for.....	\$526,084 25

Alternate Income Statement (Fiscal Year ending September 30th, 1892.)

Based on the books throughout, save that a full year's interest is charged on all the mortgage debt of the company (see details) and a full year's rental of its leased lines (see details.) This statement, however, is made *only in the abstract*, and as a matter for your information.

Gross earnings.....	\$833,830 84
Operating expenses, including \$31,- 365.88 for so-called betterments..	622,173 78
Percentage of operating.....	74.61%
Net earnings	\$211,657 06

Less—Interest on Funded Debt—

First mortgage, \$43,500, at 6 per cent.....	\$ 2,610 00
Preferred second mortgage, \$178,- 500, at 6 per cent.....	10,710 00
Third mortgage, \$875,000, at 6 per cent	52,500 00
Fourth mortgage (City stock re- ceived, no bonds issued) \$1,000,- 000, at 6 per cent.....	60,000 00
Fifth mortgage, \$1,704,000, at $3\frac{25}{100}$ per cent.....	55,380 00
City stock, \$684,000, at 4 per cent.	27,360 00
Funded certificates due City Balti- more, \$226,530, at 6 per cent....	13,591 ⁸⁰
Coupons from first mortgage unen- dorsed bonds, \$71,742, at 6 per ct.	4,304 52

Amounts carried forward...	\$226,456 32	\$211,657 06
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Amounts brought forward..... \$226,456 32 \$211,657 06

Rentals of Leased Lines—

B. & C. V. R. R., Edgemont to State Line, 3.03 miles, \$48,500 bonds, at 6 per cent.....	\$ 2,910 00	
B. & C. V. R. R., State Line to Waynesboro, Pa., 4.55 miles, \$72,800 bonds, at 6 per cent.....	4,368 00	
B. & C. V. R. R. Extension, Waynesboro to Shippensburg, Pa., 26.52 miles, \$270,000 of stock, at 7 per cent.....	\$18,900	
\$230,000 bonds, at 6 per cent.....	13,800	
		\$32,700 00
B. & H. R. R. Western Extension, Ortanna, Pa., to Highfield, Md., 15 miles, \$240,000 bonds, at 5 per cent.....	12,000 00	
		\$51,978 00
Interest, discount and exchange..	27,886 87	
Taxes (of which some \$6,000 is for arrearages).....	19,898 34	
Insurance.....	1,861 30	
Blue Ridge Hotel Co. (account guarantee).....	3,307 44	
Capital stock (one share).....	50 00	
Grand total.....	\$331,438 27	\$211,657 06
Less Net Earnings.....	211,657 06	
Deficit.....	\$119,781 21	

EXHIBIT B.

Western Maryland Railroad Company—Assets, September 30th, 1892.

Cost of Road and Appurtenances—

Cost of road proper. . (average per mile of road, \$47,630.53)	\$4,286,748 02
Equipment proper. . . (average per mile of road, \$10,404.99)	936,449 30
Road and equipment combined (average per mile, \$58,035.52)	\$5,223,197 32

*Equipment at June 30th, 1892, in Locomotives and Cars,
consisted of—*

Locomotives, passenger	19
Locomotives, freight.	20
Locomotives, switching.	2
Total.	41

First-class passenger cars	52
Second-class passenger cars.	3
Combination.	7
Baggage, express and postal cars	15
Total.	77

Freight Cars—

Box cars.	333
Flat cars.	3
Stock cars.	52
Coal cars	237
Other cars.	14
Total.	639

Caboose cars.	7
Other road cars.	114
Total.	121

Amount carried forward. \$5,223,197 32

Amount brought forward..... \$5,223,197 32

Western Maryland Tide-Water Railroad Company—

For amount expended on this line to date
for surveys, expenses, etc..... 17,631 18

Western Maryland Tide-Water Railroad
Company—Stock..... 500 00

Western Maryland Railroad Terminal Company—

For property purchased, independent of the
City's investment therein, to the extent of
\$131,163.81 6,126 65

Western Maryland Railroad Terminal Property—

Under contract of purchase sub-
ject to confirmation of title to
same (see contra.)

Estate of John McClerman \$28,000 00

Estate of John McClerman for
ground rent..... 697 83

Estate of J. B. Cunningham..... 7,000 00

John W. Price..... 4,000 00

Charles H. Wyatt, ground rent... 1,666 66

L. Birkhead, for ground rent.... 200 00

\$41,564 49

(This is also exclusive of the
City's investment of \$131,163.81
in same.) \$5,289,019 64

Current Assets—

Cash on hand..... \$ 3,115 11

Material on hand..... 18,537 95

Advances to branch lines in current account. 28,441 66

B. & H. R. R. Co. loan account..... 5,849 67

Maryland avenue property (sold November,
1892, for \$3,243.35)..... 3,281 16

B. & Harrisburg Ry. Co. preferred stock.... 105 00

Amounts carried forward..... \$59,330 55 \$5,289,019 64

Amounts brought forward.....	\$ 59,330 55	\$5,289,019 64
Central States Despatch....	1,000 00	
Ryan & McDonald, Contractors.....	4,211 75	
Individuals and Co's. for labor, material, &c.	4,494 37	
(See Cr. to unadjusted expenses.)		
Unadjusted Expenses, etc., Dr..	\$ 97,818 89	
Unadjusted Expenses, etc., Cr..	4,494 37	

(See Credit to Vouchers and Pay Rolls) Net Debit.....	\$93,324 52	
Agents	Dr. \$120,010 29	
Agents	Cr. 14 20	

(See Credit to Unadjusted Earn- ings) Net Debit.....	\$119,996 09	
Dividends due and uncollected on two shares B. & Harrisburg Railway Co. Preferred Stock..	22 50	

Traffic Balances—

Foreign Roads.....	Dr. \$82,542 32	
Foreign Roads.....	Cr. 63,286 12	

(See Credit to unadjusted earn- ings) Net Debit.....	\$19,256 20	
Cost of B. & H. Western Extension (15 miles), subject to adjustment.....	257,196 08	

Potomac Valley Railroad Company—

For money advanced to enable it to purchase 3,500 shares of the B. & H. E. Extn. R. R. Co. stock at \$5.00 per share. This money was borrowed from the B. & H. E. Extn. Co. (see credit to that company per contra)	17,500 00	\$576,332 06
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Contingent Assets—

Hillen Station.....	\$200,000 00	
Western Maryland Railroad Terminal Com- pany.....	131,163 81	\$331,163 81

Total Assets.....	\$6,196,515 51	
To profit and loss, to balance, being excess of liabilities over all assets.....	3,417,039 06	
	<u>\$9,613,554 57</u>	

*Western Maryland Railroad Company.—Liabilities, September 30th, 1892.**By Capital Stock—*

Owned by the City of Baltimore.....	\$ 200,000 00	
Owned by Washington County.....	110,000 00	
Owned by Individuals.....	374,750 00	
		\$ 684,750 00

Funded Debt due City of Baltimore—

1st Mortgage Bonds, endorsed by Baltimore City, matured 1890, at 6 per cent.....	\$ 43,500 00	
Preferred 2d Mortgage Bonds, unendorsed, maturing 1895, at 6 per cent.....	178,500 00	
3d Mortgage Bonds, endorsed by Baltimore City, maturing 1900, at 6 per cent.....	875,000 00	
4th Mortgage to secure the issue of City Stock, maturing 1902, at 6 per cent.....	1,000,000 00	
5th Mortgage, maturing 1927, at 3½ per cent. (of which \$100,000 is invested in a Sinking Fund). See contra.....	1,704,000 00	
Baltimore City Loan, maturing in 1925, at 4 per cent.....	684,000 00	
Funded Certificates held by the Mayor and City Council of Baltimore, at 6 per cent..	226,530 00	
		\$4,711,530 00

W. M. R. R. Terminal Property—

Under contract of purchase subject to confirmation of title to same (See contra.)

Estate of John McClernan.....	\$ 28,000 00	
Estate of John McClernan for ground rent.	697 83	
Estate of J. B. Cunningham.....	7,000 00	
John W. Price.....	4,000 00	
Chas. H. Wyatt, ground rent.....	1,666 00	
L. Birkhead, for ground rent.....	200 00	
		\$41,564 49

Current Liabilities—

Interest on funded debt, due and accrued to Baltimore City to September 30th, 1892:

First mortgage bonds, \$43,500.00, 2½ years interest due City, at September 30th, 1892, at 6 per cent.....	\$7,177 50	
Preferred second mortgage bonds, unendorsed, \$178,500.00, 2½ years interest due City, at September 30th, 1892, at 6 per cent.....	29,452 50	

Amounts carried forward.....	\$ 36,630 00	\$5,437,844 49
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Amounts brought forward.....	\$36,630 00	\$5,437,844 49
Third mortgage bonds, endorsed by Baltimore City, \$875,000, from January 1st, 1871, to September 30th, 1892, 21 years, 9 months, at 6 per cent., simple interest....	1,141,875 00	
Fourth mortgage to secure the issue of City stock for a like amount, \$1,000,000, from July 1st, 1872, to September 30th, 1892, 20 years and 6 months, at 6 per cent., simple interest	1,215,000 00	
Fifth mortgage bonds, \$1,704,000, 2 years and 9 months interest due to City, at September 30th, 1892, $3\frac{25}{100}$ per cent.....	152,295 00	
Baltimore City loan, \$684,000, $2\frac{1}{4}$ years interest due to the City, at September 30th, 1892, 4 per cent.....	75,240 00	
Funded certificates held by the Mayor and City Council of Baltimore, \$226,530.00, covering matured coupons of first and second mortgage bonds, $3\frac{1}{4}$ years interest due to the City, at September 30th, 1892, 6 per cent.....	44,173 35	
Interest on \$300,000, second mortgage endorsed bonds, from July 1st, 1868, to January 1st, 1887, 18 years, 6 months, at 6 per cent., simple interest (no interest charged since January 1st, 1887).....	333,000 00	
For coupons on first mortgage unendorsed bonds, redeemed by the City at various times from 1874 to 1878, inclusive.....	71,742 00	
Interest due to the City on same at September 30th, 1892, at 6 per cent., simple interest	70,587 82	
Total.....	\$3,140,543 17	
For September, 1892, interest due Baltimore City on W. M. R. R. Terminal Company property, \$131,163.87, at 7 per cent. ($\frac{1}{2}$)..	765 12	
For September, 1892, interest due Baltimore City on Hillen Station property, \$200,000, at 8 per cent. ($\frac{1}{2}$).....	1,333 33	
Total interest due Baltimore City....	\$3,142,641 62	
Amounts carried forward.....	\$3,142,641 62	\$5,437,844 49

Amounts brought forward.	\$3,142,641 62	\$5,437,844 49
Less fifth mortgage sinking fund.	\$100,000 00	
Accretions on same to September 30th, 1892.....	15,011 13	
Baltimore City loan sinking fund, principal	45,711 50	
Accretions on same to September 30th, 1892.....	9,600 55	
		\$170,323 18
Net amount of interest due Baltimore City.	\$2,972,318 44	

*Rentals of Leased Lines Due and Accrued
to September 30th, 1892.*

B. & C. V. R. R. Co., Edgemont to Shippensburg, for coupons matured at July 1st, 1892, and unpaid September 30th, 1892...	\$1,328 00	
B. & H. R. R. W. Extension, for coupons matured at May 1st, 1892, and unpaid September 30th, 1892.....	499 00	
B. & C. V. R. R., Edgemont to State Line, for accrued coupon interest from July 1st, 1892, to September 30th, 1892.....	727 50	
B. & C. V. R. R. Co., State Line to Waynesboro, for accrued coupon interest from July 1st, 1892, to September 30th, 1892...	1,092 00	
B. & C. V. R. R. Ext'n, Waynesboro to Shippensburg, for accrued coupon interest from July 1st, to September 30th, 1892	\$3,450 00	
For accrued dividends on capital stock of same from July 1st to September 30th, 1892.....	4,725 00	
		8,175 00
B. & H. R. R. W. Extension, for accrued coupon interest from May 1st, 1892, to September 30th, 1892.....	5,000 00	
Wm. Early.....	198 42	
J. K. Longwell, for car sheds.....	2,500 00	
G. T. Haines, for car sheds.....	2,500 00	
Amounts carried forward.....	\$2,994,338 36	\$5,437,844 49

Amounts brought forward..... \$2,994,338 36 \$5,437,844 49

M. Kerns.....	{ All contractors, for }	454 75
Gillice & Reilly..	{ unsettled amounts }	444 02
M. M. McCabe...	{ due them. }	96 76
P. V. R. R. Co., loan.....		25,000 00
Mrs. F. E. Hood.....		4,315 00
B. & H. R. R. E. Extension.....		17,500 00

For amount borrowed from it and advanced to the Potomac V. R. R. Co., to enable that Company to purchase 3,500 shares of the B. & H. E. Extension stock at \$5.00 per share. Purchased in January, 1891. (See debit to the P. V. R. R. Co. per contra).

Vouchers { See debit to unadjusted }	.....	\$ 67,516 27
Pay-rolls { expenses. }	.....	30,302 62
B. & H. Western Extension..	..\$245,481 11	
Bills payable of this Branch issued to contractors	17,000 00	
		\$262,481 11
Due for account salaries general officers....		4,800 00

Accrued Taxes—

For $\frac{8}{12}$ ths of tax on gross receipts due State of Maryland, based on year ending January 31st, 1891, \$6,435.40..... \$4,290 27

For $\frac{9}{12}$ ths of tax on property levied by Washington county, Md., based on year ending December 31st, 1891, \$1,380.17... 1,035 13

Other taxes estimated to September 30th, 1892..... 3,934 63

\$ 9,260 03

Bills Payable—

First National Bank.....	\$ 15,000 00
Bank of Baltimore.....	24,800 00
Towson National Bank.....	5,000 00
Commercial and Farmers' Bank	30,000 00
Third National Bank.....	5,000 00
American National Bank.....	5,000 00
Farmers' and Merchants' Bank.	40,000 00

Amounts carried forward.. \$124,800 00 \$3,416,508 92 \$5,437,844 49

Amounts brought forward..	\$124,800 00	\$3,416,508 92	\$5,437,844 49
Chemical National Bank, New York	20,000 00		
Mercantile Trust and Deposit Company.....	15,000 00		
Old Town Bank.....	5,000 00		
J. Tome.....	15,000 00		
Merchants' National Bank.....	10,000 00		
German-American Bank.....	5,000 00		
Hanover Savings Fund Society.	5,000 00		
People's Bank.....	5,000 00		
Citizens' Bank.....	20,000 00		
Union National Bank, Westminster.....	5,000 00		
Washington County National Bank.....	5,000 00		
First National Bank, Hagerstown.....	5,000 00		
Gettysburg National Bank.....	10,000 00		
John Jewett.....	7,000 00		
C. Mooyer.....	3,000 00		
Howard Bank.....	5,000 00		
H. S. Young.....	9,000 00		
J. S. Young.....	5,000 00		
J. T. Young & Co.....	10,000 00		
E. G. Hipsley.....	5,000 00		
Jos. H. Rieman.....	2,500 00		
Sam'l R. Russell.....	1,000 00		
	\$297,300 00		
Steel rail notes	26,500 00		
Equipment notes.....	12,000 00		
<i>Station Notes—</i>			
O. D. Birely, Bruceville..	\$2,000		
Sam'l Angel, Bruceville..	1,000		
F. T. King, Blue Ridge..	2,400		
Jno. Cowan, Sudbrook...	1,100		
	\$ 6,500 00		
<i>Western Maryland Terminal Company—</i>			
W. A. Fisher.....	3,300 00		
(Rate 6 per cent. throughout)		\$345,600 00	
			\$3,762,108 92
Amount carried forward.....			\$9,199,953 41

Amount brought forward..... \$9,199,953 41

Contingent Liabilities—

Hillen Station property, &c., leased from the
City (see contra).....\$200,000 00

W. M. R. R. Terminal Company property leased
from the City (see contra)..... 131,163 81

\$331,163 81

Less—

Hillen Station sinking fund and its
accretions to September 30th, 1892. \$43,284 58

W. M. R. R. T. Co. sinking fund and
its accretions to September 30th,
1892....., 13,530 36

\$56,814 94

\$274,348 87

Unadjusted earnings (see debit to agents and traffic bal-
ances) 139,252 29

139,252 29

Total Liabilities..... \$9,613,554 57

EXHIBIT C.

Western Maryland Railroad Co.—Comparison of Official and Revised Balance Sheets, September 30th, 1892.

ASSETS.	Official (as per books.)	Revised.	Increase.	Decrease.
Cost of Road and Appurtenances.....	\$4,775,859 33	\$4,286,748 02	.....	\$489,111 31
Equipment.....	642,617 83	936,449 30	\$293,831 47	.....
Betterments.....	372,599 80	.....	.....	372,599 80
Extraordinary Expenses.....	248,192 24	.....	.....	248,192 24
Western Maryland Tide-Water Railroad Company.....	17,631 18	17,631 18	.....	.....
Western Maryland Tide-Water Railroad Co. Stock.....	500 00	500 00	.....	.....
New Tracks.....	57,125 86	.....	.....	57,125 86
New Lines (Advances to Branches).....	26,763 73	.....	.....	.....
B. & H. Railway Eastern Extension Company.....	1,677 93	28,441 66	.....	97 50
B. & Harrisburg Railway Company.....	97 50	.....	.....	.....
B. & C. V. R. R. Extension Company.....	14,414 15	.....	.....	14,414 15
B. & H. Railway Western Extension Stock.....	240,000 00	(See cost of branch below)	.....	240,000 00
B. & H. Loan Account.....	5,849 67	5,849 67	.....	.....
B. & Harrisburg Railway Company Preferred Stock.....	.....	105 00	105 00	.....
Dividends due and uncollected on two shares Baltimore and Harrisburg Railway Company Preferred Stock.....	.....	22 50	22 50	.....
Potomac Valley R. R. Company.....	17,500 00	17,500 00	.....	.....
Maryland Avenue Property.....	3,281 16	3,281 16	.....	.....
Central States Despatch.....	1,000 00	1,000 00	.....	.....
Ryan & McDonald, contractors.....	4,211 75	4,211 75	.....	.....
Sinking Fund Fifth Mortgage.....	100,000 00	(See contra.)	.....	100,000 00
Material on hand.....	18,537 95	18,537 95	.....	.....
Cash on hand.....	43,364 76	3,115 11	.....	40,249 65
Individuals and Companies.....	.....	4,494 37	4,494 37	.....
Unadjusted Expenses.....	.....	93,324 52	93,324 52	.....
Agents.....	.....	119,996 09	119,996 09	.....
Foreign Roads.....	.....	19,256 20	19,256 20	.....

Cost of B. & H. W. Extension.....	.....	257,196 08	257,196 08	.....
Hillen Station Property.....	.....	200,000 00	200,000 00	.....
W. M. R. R. T. Co. Property.....	.....	131,163 81	131,163 81	.....
W. M. R. R. T. Co. for property purchased independent of the \$131,163.81 invested by the City therein.....	.....	6,126 65	6,126 65	.....
W. M. R. R. T. Co. property under contract of purchase sub- ject to confirmation of title to same (see contra).....	.....	41,564 49	41,564 49	.....
Total Assets	\$6,591,324 84	6,196,515 51	.....	\$394,709 33
To Profit and Loss to balance, being excess of Liabilities over all Assets.....	.....	3,417,039 06	3,417,039 06	.....
	\$6,591,324 84	\$9,613,554 57	\$3,022,329 73	.....

EXHIBIT C.

Western Maryland R. R. Co.—Comparison of Official and Revised Balance Sheets, September 30th, 1892.

LIABILITIES.	Official (as per books.)	Revised.	Increase.	Decrease.
Capital Stock.....	\$ 684,750 00	\$ 684,750 00	.....	.....
1st Mortgage Bonds.....	43,500 00	43,500 00	.....	.....
Preferred 2d Mortgage Bonds.....	178,500 00	178,500 00	.....	.....
3d Mortgage Bonds.....	875,000 00	875,000 00	.....	.....
4th Mortgage to secure City Stock.....	1,000,000 00	1,000,000 00	.....	.....
5th Mortgage to secure City Stock.....	1,800,000 00	1,704,000 00	.....	\$96,000 00
Mayor and City Council of Baltimore Loan Account.....	684,000 00	684,000 00	.....	.....
Interest on Funded Debt, due and accrued to City of Baltimore at September 30th, 1892..	226,530 00	226,530 00	.....	.....
Less Sinking Funds and their accretions to September 30th, 1892.....				
			\$2,972,318 44	.....
Rentals of Leased Lines due and accrued to Sept. 30th, 1892.....		16,821 50	16,821 50	.....
Accrued Taxes to September 30th, 1892.....		9,260 03	9,260 03	.....
Bills Payable.....	347,100 00	345,600 00	.....	1,500 00
Baltimore & Harrisburg Railway, Western Extension.....	245,481 11	262,481 11	17,000 00	.....
Baltimore & Harrisburg Railway, Eastern Extension Stock.....	17,500 00	17,500 00	.....	.....
Potomac Valley Railroad Loan.....	25,000 00	25,000 00	.....	.....
William Early.....	198 42	198 42	.....	.....
T. K. Longwell.....	2,500 00	2,500 00	.....	.....
G. T. Haines.....	2,500 00	2,500 00	.....	.....
M. Kerns.....	454 75	454 75	.....	.....
Gillice & Reilly.....	444 02	444 02	.....	.....
M. M. McCabe.....	96 76	96 76	.....	.....
Mrs. F. E. Hood.....	4,315 00	4,315 00	.....	.....
Vouchers.....		67,516 27	67,516 27	.....
Pay Rolls.....		30,302 62	30,302 62	.....

Hillen Station Property.....	\$200,000 00			
Less Hillen Station Sinking Fund and its ac- cretions to September 30th, 1892.....	43,284 58		156,715 42	156,715 42
Western Maryland Railroad Terminal Co. Property.....	\$131,163 81			
Less W. M. R. R. T. Co. Sinking Fund and its accretions to September 30th, 1892.....	13,530 36			
Unadjusted Earnings.....			117,633 45	117,633 45
Due for account of Salaries of General Officers.....			139,252 29	139,252 29
W. M. R. R. Terminal Property under contract of purchase, subject to confirmation of title to same. (See contra.)....			4,800 00	4,800 00
			41,564 49	41,564 49
Total Liabilities.....	\$6,137,870 06	\$9,613,554 57	\$3,475,684 51	
By Profit and Loss to balance, being excess of Assets over all Liabilities.....	453,354 78			\$453,354 78
	\$6,591,224 84	\$9,613,554 57	\$3,022,329 73	

EXHIBIT E.

Revised Equipment Account Proper.

To balance, as per books, September 30th, 1892.....	\$642,617 83	By balance.....	\$936,449 30
For the following amounts erroneously charged to cost of road in ledger "C," as follows:			
Folio 170, September, 1872.....	72,492 47		
Folio 132, September, 1875.....	188,018 29		
Folio 134, September, 1875.....	15,581 22		
For the following amounts erroneously charged to profit and loss:			
Folio 134, September 30th, 1879	11,177 70		
Folio 135, September 30th, 1880	6,561 79		
	<u>\$936,449 30</u>		<u>\$936,449 30</u>
To balance.....	\$936,449 30		

EXHIBIT F.

*Western Maryland Railroad Company—Income Account, per Ledger A,
from February 14th, 1853, to December, 1869.*

Gross Earnings—

Switch account	\$ 4,691 78
Passengers—general.....	237,131 13
Passengers—local.....	78,104 97
Freight—general.....	142,770 45
Freight—local	121,519 31
Marketing account.....	41,900 46
Baggage account.....	5,891 20
Milk freight	12,168 30
Mail service.....	9,317 72
Government transportation.....	7,408 14
Total earnings.....	\$660,903 46

Working Expenses—

Interest	\$14,147 67
Fuel	48,384 25
Printing and stationery	4,361 91
Loss account.....	1,752 95
Expense account.....	9,961 79
Directors	2,973 05
Oil, waste and tallow	8,241 25
Printing account.....	107 00
Rent, locomotive and car.....	4,750 17
Repairs, road.....	52,617 27
Repairs, locomotives.....	24,916 43
Repairs, cars	20,037 03
Repairs, bridges	18,471 09
Depot service.....	6,338 90
Office expenses.....	1,487 70
Commissions ..	2,502 71
Excise tax.....	12,071 33
Water rent	175 00
Transportation expenses.....	28,690 49
Maintenance of cars.....	15,164 14
Maintenance of way.....	38,232 35
Amounts carried forward.....	\$315,384 48
	\$660,903 46

Amounts brought forward.....	\$315,384 48	\$660,903 46
Salaries.....	82,991 81	
Thomas H. Coulson, expenses.....	275 00	
William Schley, expenses, legal services.....	4,808 50	
Augustus Shriver, for services.....	445 50	
Miscellaneous expenses.....	1,487 27	
Car service.....	911 19	
Repairs, buildings.....	1,463 65	
Motive power expenses.....	51,649 48	
Expenses on so-called extension.....	4,171 89	

Total expenses.....	-	\$463,588 77
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Apparent profit for the entire period..		\$197,314 69
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Ledger "A."—Containing Accounts from 1853 to 1869, inclusive.

Cost of Road—

Assets.

Irwin & Taylor, for work done.....	\$202,208 67	
Irwin & Taylor, for bonds handed over to them in payment for construction.....	440,200 00	
Real estate at Union Bridge.....	956 00	
Depot at Westminster.....	2,103 05	
Paid G. Lease for depot building.....	252 24	
Right of way.....	18,946 55	
Construction.....	37,939 71	
Survey on extension.....	13,557 23	
Interest paid on Loan No. 1 for construction of road... ..	170,185 70	
Discount on bonds.....	5,356 00	
Track scales.....	515 00	
		\$892,220 15

Equipment—

Locomotives (one).....	\$12,500 00	
Cars, etc.....	19,430 40	
Tools.....	9,620 15	
		\$41,550 55

Accounts Receivable—

Bills receivable.....	\$ 1,234 92	
Endorsed bonds.....	1,000 00	
Hypothecated bonds.....	11,000 00	
Farmers' and Mechanics' Bank.....	2,681 20	
Bank of Westminster.....	1,422 00	
B. & O. R. R. bonds.....	3,096 83	
		\$20,434 95

Amount carried forward.....		\$954,205 65
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Amount brought forward..... \$954,205 65

Investments—

Sinking fund first mortgags bonds..... 30,000 00

Total Assets..... \$984,205 65

Liabilities—

Capital stock..... \$216,200 00

Loan No. 1, payable 1890..... 520,400 00

Bonds unendorsed, payable 1890..... 3,300 00

W. Fisher & Son..... 12,712 50

Bowers & Gehr..... 1,333 33

Total Liabilities..... \$753,945 83

By profit and loss to balance, being excess of
assets over all liabilities..... \$197,314 69

By amount out of balance, the debits exceeding
the credits to that extent..... 32,945 13

\$230,259 82

\$984,205 65

EXHIBIT G.

Revised Profit and Loss, September 30th, 1892.

For the following accounts erroneously charged to cost of road, now corrected:		By balance at credit of this account as per official report..	\$453,354 78
December, 1871.		By equipment erroneously charged to this account, Sept. 30th, 1879, now corrected	11,177 70
Transportation exp... \$29,138 14		By equipment erroneously charged to this account, Sept. 30th, 1880, now corrected	6,561 79
January, 1872.		By cost of road for the following accounts erroneously credited to cost of road in Sept., 1872, now corrected:	
Transportation exp... 1,462 47		Local frgt. and charges	155,473 87
September, 1872.		Market and exp. frt..	16,564 71
Maintenance of way... 43,331 88		Passenger fare.....	268,581 50
Motive power..... 45,195 57		Joint freight.....	90,220 75
Salaries..... 5,449 94		Milk freight.....	17,170 80
Machine shops..... 6,473 94		Mail service.....	9,714 74
Maintenance of cars... 13,531 31		Adams Exp. freight..	5,403 11
Construction No. 2... 3,136 15		News agency.....	316 35
Excise tax..... 4,350 77		June, 1887.	
Car service..... 3,952 20		Fifth mortgage.....	96,000 00
Contingent expense... 10,873 88		For this amount erroneously charged profit and loss, September 30th, 1879, folio 176, Ledger C:	
General expenses. ... 16,145 31		Loss on sale of \$178,500 second mortgage bonds.....	48,500 00
Insurance account.... 55 00		Accretions on \$100,000 sinking fund to Sept. 30th, 1892....	15,011 13
Repairs, locomotives.. 17,860 59		Am't car'd forw'd....	\$1,194,051 23
Repairs, pass. cars.... 8,554 30			
Repairs, burden cars.. 8,155 24			
Repairs, road cars.... 95,983 65			
Stationary machinery and shops..... 25,222 93			
Repairs, bridges..... 12,897 73			
Interest, commission, and discount..... 19,423 78			
Repairs, water stations 1,856 80			
Repairs, depots and buildings..... 3,239 55			
Transportation exp... 125,812 48			
Salaries..... 20,044 20			
Interest account..... 17,609 35			
General expenses..... 10,143 17			
Losses by accident. ... 409 76			
Coupon interest..... 138,993 69			
Am't car'd forw'd.... \$689,303 78			

Am't br't for'd \$689,303 78
 Int'st on funded debt
 due and accrued to
 City of Baltimore to
 Sept. 30th, 1892:
 1st mtge. bds., \$43,500,
 2½ yrs. interest due
 City, at Sept. 30th,
 1892, at 6 per cent. . . 7,177 50
 Pref'd 2d mtge. bds.,
 unendorsed, \$178,-
 500, 2½ yrs. int. due
 City, at Sept. 30th,
 1892, at 6 per cent. . . 29,452 50
 3d mtge. bds. endorsed
 by Baltimore City,
 \$875,000, from Jan.
 1st, 1871, to Sept.
 30th, 1892, 21 yrs., 9
 mos., at 6 per cent.
 simple interest. . . . 1,141,875 00
 4th mtge. to secure the
 issue of City stock
 for a like amount,
 \$1,000,000, from July
 1st, 1872, to Sept.
 30th, 1892, 20 yrs.
 and 6 mos., at 6 per
 cent. simple int'st. . . 1,215,000 00
 5th mtge., \$1,704,000,
 2 yrs., 9 mos., int'st
 due to City at Sept.
 30th, 1892, at 3½
 per cent. 152,295 00
 Baltimore City Loan,
 \$684,000, 2½ yrs. int.
 due to the City at
 Sept. 30th, 1892, at
 4 per cent. 75,240 00

Am't car'd forw'd . . \$3,310,343 78

Am't br't for'd . . . \$1,194,051 23
 Baltimore City Loan
 sinking fund, prin-
 cipal 45,711 50
 Accretions on same
 to September 30th,
 1892. 9,600 55
 Hillen Station sinking
 fund and its accre-
 tions to September
 30th, 1892. 43,284 58
 W. M. R. R. T. Co.
 sinking fund and its
 accretions to Sept.
 30th, 1892. 13,530 36
 B. & H. Railway Com-
 pany preferred
 stock, unpaid divi-
 dends. 22 50
 B. & H. Railway Com-
 pany, three divi-
 dends paid. 7 50

Am't car'd forw'd . . \$1,306,208 22

Am't br't forw'd..	\$3,310,343 78	Am't bro't forw'd.	\$1,306,208 22
Funded Ctfs. held by the Mayor and City Council of Balto., \$226,530, covering Matured Coupons of 1st and 2d Mtg. Bds., $3\frac{1}{2}$ years inst. due to the City at Sept. 30th, 1892, at 6 per cent.....	44,173 35		
Interest on \$300,000 2d Mtg. endorsed Bds. from July 1st, 1868, to Jan. 1st, 1887, 18 yrs. 6 mos., at 6 per ct. simple inst. (No interest charged since Jan. 1st, 1887.).....	333,000 00		
For Coupons on 1st Mtge. unendorsed Bds. redeemed by the City at various times from 1874 to 1878, inclusive....	71,742 00		
Interest due to the City on same at Sept. 30th, 1892, at 6 per cent. simple interest.....	70,587 82		
For September, 1892, interest due Balto. City on W. M. R. R. T. Co. Property, \$131,163.87, at 7 per cent ($\frac{1}{2}$).....	765 12		
For September, 1892, inst. due Balto. City on Hillen Station Property, \$200,000, at 8 per cent. ($\frac{1}{2}$)	1,333 33		
Am't car'd forw'd.	\$3,831,945 40	Am't car'd forw'd.	\$1,306,208 22

Am't br't forw'd..	\$3,831,945 40	Am't br't forw'd..	1,306,208 22
Rentals of Leased Lines, due and ac- crued to Sept. 30th, 1892, B. & C. V. R. R. Co., Edgemont to Shippensburg, for coupons matured at July 1st, 1892...	1,328 00		
B. & H. R. R. West- ern Extension. For coupons matured at May 1st, 1892, and unpaid September 30th, 1892.....	499 00		
B. & C. V. R. R., Edgemont to State Line. For accrued coupon interest from July 1st, 1892, to September 30th, 1892.....	727 50		
B. & C. V. R. R. Co., State Line to Way- nesboro. For ac- crued coupon in- terest from July 1st, 1892, to Sep- tember 30th, 1892..	1,092 00		
B. & C. V. R. R. Extension, Waynesboro to Shippens- burg. For ac- crued cou- pon interest from July 1st, to Sep- tember 30th, 1892 \$3,450			
For accrued dividends on capital stock of same from July 1st to September 30th, 1892...	4,725		
	<u>\$8,175 00</u>		
Am't car'd forw'd.	\$3,843,766 90	Am't car'd forw'd.	\$1,306,208 22

Am't br't forw'd..	\$3,843,766 90	Am't br't forw'd..	\$1,306,208 22
B. & H. R. R., Western Extension. For accrued coupon interest from May 1st, 1892, to September 30th, 1892.....	5,000 00		
Cost of road. For overcharge to that account in September, 1872, now corrected, (see text of my report for explanation).....	40,000 00		
For amount erroneously charged to cost of road Sept. 30th, 1875.....	72,843 88		
Tramway, September 30th, 1875.....	7,554 06		
Interest account September 30th, 1875.	15,263 44		
For betterments to September 30th, 1892, now closed into profit and loss.	372,599 80		
For extraordinary expenses to Sept. 30th, 1881, now closed into profit and loss.....	248,192 24		
For expenses incurred on the three branches in Pennsylvania, Edgemont to Shippensburg, from May, 1888, to March, 1890, inclusive, in supplying new rails for those found to be defective and capitalized as "New Tracks" now corrected, such expenditure being equivalent to repairs and hence chargeable to income.....	57,125 86		
Am't car'd forw'd..	\$4,662,346 18	Am't car'd forw'd..	\$1,306,208 22

Am't br't forw'd..	\$4,662,346 18	Am't br't forw'd..	\$1,306,208 22
B. & C. V. R. R. Ex-		By Balance.....	3,417,039 06
tension Co.: For			
amount standing			
to its debit Septem-			
ber 30th, 1892, which			
should have been			
written off to ex-			
penses and not			
treated as an asset,			
now corrected,			
(chiefly lawyers'			
fees growing out			
of litigation).....	14,414 15		
Accrued			
taxes: $\frac{8}{12}$ of			
tax on			
gross re-			
ceipts due			
State Mary-			
land based			
on year			
ending			
January			
31st, 1891,			
\$6,435.40	\$4,290 27		
$\frac{9}{12}$ of tax on			
property			
levied by			
Washing-			
ton Co.,			
Md., based			
on year			
ending			
December			
31st, 1891,			
\$1,380.17	\$1,035 13		
Other taxes,			
estimated	3,934 63		
		\$9,260 03	
Ground rents, expen-			
ses, etc., on termi-			
nal property, car-			
ried in cash balance	32,426 92		
Unpaid salaries.....	4,800 00		
	\$4,723,247 28		
To Balance.....	\$3,417,039 06		
			\$4,723,247 28

EXHIBIT H.

	B. & C. V. R. R. Co. Edgemont to State Line.	B. & C. V. R. R. Co. State Line to Waynesboro.	B. & C. V. R. R. Co. Waynesboro to Shippensburg.	W. M. R. R. proper. Baltimore to Williamsport, Md.	Total.
Gross earnings... ..	\$15,251 75	\$20,099 00	\$100,379 18	\$698,100 91	\$833,830 84
Expenses.					
Working expenses.....	\$5,815 68	\$9,709 54	\$62,138 19	\$513,144 49	\$590,807 90
Betterments.....	1,322 73	2,025 98	12,275 29	15,741 88	31,365 88
	\$7,138 41	\$11,735 52	\$74,413 48	\$528,886 37	\$622,173 78
Percentage of operating.....	46.80 %	58.38 %	74.13 %	75.76 %	74.61 %
Net earnings.....	\$8,113 34	\$8,363 48	\$25,965 70	\$169,214 54	\$211,657 06
Less fixed charges.....	\$2,910 00	\$4,368 00	\$32,700 00	\$279,460 27	\$319,438 27
Surplus.....	\$5,203 34	\$3,995 48	.....	.....	.....
Deficit .....	.....	.....	\$6,734 30	\$110,245 73	\$107,781 21

Add for fixed charges of Baltimore and Harrisburg Western Extension 12,000 00

Total deficit as per alternate income statement..... \$119,781 21

NOTE.—The earnings of the Baltimore and Harrisburg Western Extension are carried on the books of the Baltimore and Harrisburg Railway Company, but its fixed charges, instead of following its earnings, are carried on the books of the Western Maryland Railroad Company.

EXHIBIT I.

*Western Maryland Railroad Terminal Property.—List of Capital Accounts,
or what may be termed Capital Accounts, included in the
Disbursement of \$85,034.84, viz :*

NAME.	WHAT FOR	AMOUNT.
Jones.....	Copying account.....	\$ 2 20
Sisson & Son.....	Paving	2,905 64
Fahey	Taking down buildings.....	539 27
Kelleher property.....		1,129 52
McTavish inquisition.....		32 85
Davern	Giving possession.....	50 00
Martinet.....	Surveying	20 00
Parr.....	Acknowledgment	10 00
John Gray.....	Bricklaying.....	61 50
Sheriff.....	Condemnation	130 95
Buehler.....	Sand	9 00
Abell & Co.....	Advertising	7 00
Penna. Steel Co.....	Track fittings.....	116 00
Roddy property.....		4,250 00
“ “	Court costs.....	5 60
Starr property.....		2,100 00
Otto Duker & Co.....	Lumber.....	315 53
Freight	On lumber.....	13 08
Williams & Co.....	Iron pipe.....	81 60
Blackburn	Paving	61 95
Young.....	Whitewashing	66 00
Wilcox & Co.....	Hardware.....	58 29
Birkhead	Condemnation suit.....	30 00
Neilson.....	Architect	513 99
Storck & Son.....	Lumber.....	3 61
Clark & Co.....	Cement.....	18 14
Freight	Paid N. C. R. R. Co.....	3 88
Permit.....	Erecting building.....	102 50
Fitzgerald	Engrossing	25 00
Court costs.....	Starr.....	109 45
John Gill.....	Examining titles.....	900 00
Marshall, Fisher & West....	Acct. property and services...	1,682 13
Smith Bros.....	Contract.....	15,603 36
Wilhelm & Bros.....	“	1,810 19
Hutchinson Bros.....	“	545 00
Amount carried forward.....		\$33,313 23

		AMOUNT.
Amount brought forward.....		\$33,313 23
NAME.	WHAT FOR	
Fairbanks & Co.....	Scales	600 00
Davidson & Co.....	Gas fixtures.....	511 47
" "	"	342 04
Hutchinson Bros.....	Plumbing	343 90
Union Switch Co.....	.....	120 00
Jackson Hall property.....	.....	2,287 42
J. T. McGlone.....	Davern property.....	1,452 32
Flynn & Emrich.....	Contract.....	1,200 00
Jefferson Permanent Build- ing and Loan Ass'n.....	Davern.....	437 00
J. T. McGlone.....	Kelleher property.....	613 05
Smyser & Shaw.....	Lumber	70 58
Dufur & Co.....	Wire cloth.....	112 00
Wonder	Paving cellar.....	14 73
Lanius & Co.....	Lumber.....	80 00
Gibson & Kirk.....	Hardware.....	3 25
Gernhardt	Glass	16 88
Watts.....	Painting.....	105 00
Gault	Granite.....	129 60
Dufur & Co.....	Iron fixtures.....	257 40
Abrams.....	Painting.....	3 00
Basshor & Co.....	Pipe fittings.....	24 23
Williams & Co.....	"	115 43
Dennis & Co.....	Papering.....	65 00
Williams & Co.....	Iron pipe.....	15 17
Green	Lime	15 75
Water Board.....	Tapping pipe.....	42 01
		\$42,290 46

EXHIBIT J.

*Income Account of the Baltimore and Harrisburg Railway Company for the
Year ending September 30th, 1892 (as per Books.)*

Gross Earnings from—

Freight.....	\$108,297 02
Passenger.....	72,308 52
Marketing.....	1 45
Milk freight.....	1,482 50
Mall service.....	5,729 94
Adams Express.....	3,044 04
House rents.....	480 50
News agency.....	107 38
	\$191,451 35

Operating Expenses—

Transportation expenses.....	\$56,640 68
General expenses.....	2,387 87
Maintenance of way.....	33,653 02
Telegraph account.....	1,674 82
Ground rents.....	100 00
Stationary machinery and shops...	281 18
Repairs, machinery.....	2,728 06
Repairs, locomotives.....	4,439 19
Repairs, passenger cars.....	3,242 44
Repairs, burden cars.....	2,699 37
Repairs, bridges.....	760 32
Repairs, water stations.....	120 37
Repairs, depots and buildings.....	1,091 12
Legal expenses.....	213 08
Damage and loss, freight.....	83 15
Personal injuries.....	2,581 81
Loss and damage, property.....	17 50
	\$112,713 98
Percentage of operating.....	
	58.87 %
Net Earnings (carried forward).	
	\$78,737 37

Amount brought forward..... \$78,737 37

*Less fixed charges, etc., interest on bonds (paid
during the year)—*

B. & H. 1st mortgage bonds.....	\$23,449 00
Baltimore and Hanover R. R.....	7,760 00
H. J. & H. G. R. R. Co.....	2,336 80
Bachman Valley R. R.....	2,250 00
	\$35,795 80

Dividends on Capital Stock—

Dividend on pfd. stock guaranteed....	1,488 75	
Interest, discount and exchange.....	3,256 79	
Insurance.....	338 83	
Taxes	3,168 07	
		\$44,048 24
Surplus.....		\$34,689 13

*Comparative Balance Sheet for Fiscal Years Ending September 30th, 1891,
and September 30th, 1892, as per Books.*

ASSETS.	1891.	1892.	INCREASE.	DECREASE.
Cash.....	\$ 2,573 98	\$ 1,106 55	.....	\$ 1,467 43
Material on hand....	2,509 67	2,807 67	\$ 298 00	.....
Betterments.....	55,166 40	68,132 55	12,966 15	.....
Cost of road and ap- purtenances.....	1,407,926 92	1,407,876 92	.....	50 00
New tracks.....	44,736 74	44,736 74	.....	.....
New lines.....	576 30	757 74	181 44	.....
B. & H. Ry. E. Extn. ....	.....	66 91	66 91	.....
Equipment.....	.....	2,131 97	2,131 97	.....
Total Assets...	\$1,513,490 01	\$1,527,617 05	\$14,127 04	.....

LIABILITIES.	1891.	1892.	INCREASE.	DECREASE.
Equipment.....	\$ 24 66	.....	.....	\$ 24 66
Bills payable.....	26,500 00	\$20,500 00	.....	6,000 00
W. M. R. R. loan account.....	20,987 10	5,849 67	.....	15,137 43
Bachman Valley R. R. Co. bonds.....	45,000 00	.....	.....	45,000 00
H. J. & H. G. R. R. Co. bonds.....	42,000 00	42,000 00	.....	.....
B. & Hsbg. R. R. Co. bonds.....	483,000 00	494,000 00	11,000 00	.....
B. & Hsbg. R. R. pfd. stock.....	29,100 00	29,100 00	.....	.....
B. & Hanover R. R. Co. bonds.....	120,000 00	120,000 00	.....	.....
Capital stock.....	690,900 00	690,900 00	.....	.....
David Wills.....	3,000 00	7,000 00	4,000 00	.....
Loan acct. from Stein Bros. on \$34,000 B. & H. Ry. bonds.....	.....	30,600 00	30,600 00	.....
Total Liabilities.	\$1,460,511 76	\$1,439,949 67	.....	\$20,562 09
By profit and loss to balance, being excess of assets over all liabilities.....	52,978 25	87,667 38	34,689 13	.....
	\$1,513,490 01	\$1,527,617 05	\$14,127 04	.....

Books—General Revenue or Profit and Loss Account.

By balance surplus September 30th, 1891.....	\$52,978 25
By surplus for the year ending September 30th, 1892.....	34,689 13
Total surplus to September 30th, 1892.....	\$87,667 38

Summary of the Financial Operations of the Baltimore and Harrisburg Railway Company, from September 30th, 1891, to September 30th, 1892, outside of its income account.

Resources to be accounted for thus:

Decrease of Assets—

Cash.....	\$1,467 43
Cost of road and appurtenances.....	50 00
Total decrease of Assets (carried forward ..	\$1,517 43

Amount brought forward	\$1,517 43
------------------------------	------------

Increase of Liabilities—

Baltimore and Harrisburg Railroad Co. bonds.....	\$11,000 00
Loan from David Wills.....	4,000 00
Loan from Stein Bros.....	30,600 00
Total increase of Liabilities.....	\$45 600 00

Increase of Profit and Loss—

Increase of general revenue or profit and loss to balance (see Comparative Balance Sheet).....	\$34,689 13
Grand total to be accounted for.....	\$81,806 56

This sum is accounted for as follows :

Increase of Assets—

Material on hand.....	\$ 298 00
Betterments	12,966 15
New lines.....	181 44
B. & H. R. R. Eastern Extension.....	66 91
Equipment	2,131 97
Total increase of Assets	\$15,644 47

Decrease of Liabilities—

Equipment.....	\$ 24 66
Bills payable.....	6,000 00
Western Maryland Railroad loan account.....	15,137 43
Bachman Valley Railroad Co. bonds paid off.....	45,000 00
Total decrease of Liabilities.....	\$66,162 09
Grand total accounted for.....	\$81,806 56

*Baltimore and Harrisburg Railway Company.—Alternate Income Account,
fiscal year ending September 30th, 1892.*

Based on the books throughout, save that a full year's interest is charged on all the mortgage debt of the company and a full year's dividend on its preferred stock.

This statement, however, is made *only in the abstract*, and as a matter for your information.

Gross earnings.....	\$191,451 35
Operating expenses, including \$12,966.15 for so-called betterments.....	125,680 13
Percentage of operating.....	65.64 %
Net Earnings.....	\$65,771 22

*Less Fixed Charges, &c., Interest on
Funded Debt.*

H. J. H. & G. 1st mortgage bonds, maturing 1st January, 1895, \$42,- 000, at 6 per cent.....	\$2,520 00
B. & Han. R. R. Co. 1st mortgage bonds, maturing 1st January 1899, \$120,000, at 6 per cent.....	7,200 00
B. & Hsbg. R. R. Co. 1st mortgage bonds, maturing 1st November, 1936, \$494,000, at 5 per cent.....	24,700 00
B. & Hsbg. preferred stock, \$29,100, at 5 per cent	1,455 00
	\$35,875 00
Interest, discount and exchange....	\$3,256 79
Insurance.....	338 83
Taxes.....	3,168 07
	\$6,763 69
	\$42,638 69
Surplus.....	\$23,132 53

EXHIBIT K.

Baltimore and Harrisburg Railroad Company—Assets September 30th, 1892.

To cost of road and appurtenances (including equipment) or \$21,193.30 per mile for road and equipment, combined.....	\$1,398,707 64
To material on hand.....	2,807 67
To cash on hand.....	1,106 55
To advances to branch lines.....	824 65
To unadjusted expenses.....	13,495 70
To agents, Dr..... \$22,005 09	
To agents, Cr..... 81 63	
	Net debit 21,923 46
To individuals and companies, Dr.... \$2,083 10	
To individuals and companies, Cr.... 1,306 08	
	Net debit 777 02
To B. & H. R. bonds on hand but deposited as collateral with Stein Bros. for a loan of \$30,600 (see contra.).....	34,000 00
Total Assets.....	\$1,473,643 69
To profit and loss to balance, being excess of liabilities over all assets.....	51,265 27
	\$1,524,907 96

Baltimore and Harrisburg Railway Company—Liabilities, Sept. 30th, 1892.

By Han. J. H. & G. R. R. first mortgage bonds (exchangeable by B. & H. R. R. first mortgage bonds, deposited with Mercantile Trust and Deposit Co. of Baltimore)...	\$ 42,000 00
By Baltimore and Hanover R. R. Co. first mortgage bonds (exchangeable by B. & H. R. R. first mortgage bonds, deposited with Mercantile Trust and Deposit Co. of Baltimore).....	120,000 00
By B. & H. Ry. Co. first mortgage bonds.....	528,000 00
By B. & H. preferred stock.....	29,100 00
Common stock.....	690,900 00
Loan from David Wills for improvements at Gettysburg and New Oxford.....	7,000 00
Loan from Stein Bros., on \$34,000 B. & H. Railway bonds (see contra.).....	30,600 00
Loan from W. M. R. R. Co.....	5,849 67
Amount carried forward	\$1,453,449 67

Amount brought forward.....	\$1,453,449 67
Bills payable for steel rails, 41 notes for \$500 each, all in favor W. M. R. R. Co. and payable at Mercantile Trust Co., Baltimore.....	20,500 00
Vouchers.....	5,948 76
Pay rolls.....	7,546 94
Unadjusted earnings.....	22,700 48
Baltimore & Hanover first mortgage bonds for coupons matured at May 1st, 1892, and unpaid September 30th, 1892.....	1,251 00
H. J. H. & G. first mortgage bonds for coupons matured at July 1st, 1892, and unpaid September 30th, 1892.....	183 20
Baltimore & Harrisburg first mortgage bonds for accrued interest on \$494,000 for the five months ending September 30th, 1892, at 5 per cent.....	10,291 66
For accrued dividends on \$29,100 preferred stock for the five months ending September 30th, 1892, at 5 per cent..	606 25
H. J. H. & G. first mortgage bonds for accrued interest on \$42,000 for the three months ending September 30th, 1892, at 6 per cent.....	630 00
Baltimore & Hanover R. R. Co., first mortgage bonds, for accrued interest on \$120,000 for the three months ending September 30th, 1892, at 6 per cent.....	1,800 00
Total Liabilities.....	<u>\$1,524,907 96</u>

EXHIBIT L.

Baltimore and Harrisburg Railway Company.—Comparison of Official and Revised Balance Sheets, September 30th, 1892.

ASSETS.	Official (as per books.)	Revised.	Increase.	Decrease.
Cost of Road and Appurtenances, including Equipment....	\$1,410,008 89	\$1,398,707 64	.....	\$11,301 25
Cash on hand.....	1,106 55	1,106 55	.....	.....
Material on hand.....	2,807 67	2,807 67	.....	.....
Betterments.....	68,132 55	.....	.....	68,132 55
New Tracks.....	44,736 74	.....	.....	44,736 74
New Lines	.....	.....	.....	.....
B. & H. Ry. } Advances to Branch Lines.....	757 74 }	824 65	.....	.....
E. Extension }	66 91 }	.....	.....	.....
Unadjusted Expenses.....	.....	13,495 70	\$13,495 70	.....
Agents, Dr.....	\$22,005 09	.....	.....	.....
Agents, Cr.....	81 63	.....	.....	.....
Net Debit.....	.....	21,923 46	21,923 46	.....
Individuals & Co.'s.	.....	.....	.....	.....
Individuals, Dr.....	\$2,083 10	.....	.....	.....
Individuals, Cr.....	1,306 08	.....	.....	.....
Net Debit.....	.....	777 02	777 02	.....
B. & H. R. R. Bonds on hand but deposited as collateral with Stein Bros. for a loan of \$30,600 (see contra).....	.....	34,000 00	34,000 00	.....
Total Assets.....	\$1,527,617 05	\$1,473,642 69	.....	\$53,974 36
To profit and loss to balance, being excess of Liabilities over all Assets.....	.....	51,265 27	51,265 27	.....
	\$1,527,617 05	\$1,524,907 96	.....	\$2,709 09

LIABILITIES.		
Capital Stock.....	\$630,900 00	\$630,900 00
H. J. H. & G. R. R. Co. Bonds.....	42,000 00	42,000 00
Baltimore & Hanover Railroad Co. Bonds.....	120,000 00	120,000 00
Baltimore and Harrisburg Railway 1st Mortgage Bonds.....	494,000 00	528,000 00
Baltimore & Harrisburg Railway Preferred Stock.....	29,100 00	34,000 00
Loan from David Wills for improvements at Gettysburg and New Oxford.....	7,000 00	29,100 00
Loan Account from Stein Bros. on \$34,000 Baltimore & Harrisburg Railway Bonds. (See contra.).....	30,600 00	7,000 00
Loan from Western Maryland Railroad Co.....	5,849 67	30,600 00
Bills payable, for steel rails, 41 notes for \$500 each, all in favor W. M. R. R. Co., and payable at Mer. Trust Co., Balto. Vouchers.....	20,500 00	5,849 67
Pay rolls.....	.....	20,500 00
Unadjusted earnings.....	.....	5,948 76
Baltimore & Harrisburg 1st Mortgage Bonds for coupons matured May 1st, 1892, and unpaid September 30th, 1892.....	.....	5,948 76
H. J. H. & G. 1st Mortgage Bonds for coupons matured at July 1st, 1892, and unpaid at September 30th, 1892.....	.....	7,546 94
Balto. & Harrisburg, 1st Mortgage Bonds for accrued interest on \$494,000 for the 5 mos. ending Sept. 30th, 1892, at 5 per ct. For accrued dividends on \$29,100 Preferred Stock for the five months ending September 30th, 1892, at 5 per cent.....	.....	22,700 48
H. J. H. & G. 1st Mfg. Bds., for accrued int. on \$42,000 for the three months ending Sept. 30th, 1892 at 6 per cent.....	.....	1,251 00
Balto. & Hanover R. R. Co. 1st Mfg. Bds. for accrued int. on \$120,000 for the 3 mos. ending Sept. 30th, 1892, at 6 per ct.....	.....	183 20
Total Liabilities.....	\$1,439,949 67	1,251 00
By Profit and Loss to balance, being excess of Assets over all Liabilities.....	87,667 38	183 20
	\$1,527,617 05	1,251 00
		183 20
		10,291 66
		606 25
		630 00
		630 00
		1,800 00
		1,800 00
		\$84,958 29
		\$87,667 38
		\$2,709 09

EXHIBIT M.

Baltimore and Harrisburg Railway Company.—Earnings and Expenses, etc., for year ending September 30th, 1892.

	B. and H. Ry. W. Extension, Ortanna, Pa. to Highfield, Md.	B. and H. R. R. Co. Emory Grove to Highfield, Md. via Hanover and Gettysburg.	Total.
Gross earnings.....	\$19,479 99	\$171,971 36	\$191,451 35
Operating expenses.....	8,558 19	116,821 94	125,680 13
Percentage of operating.....	45.47 %	67.87 %	65.64 %
Net earnings.....	\$10,621 80	\$55,149 42	\$65,771 22
Fixed charges, etc.....		42,638 69	42,638 69
Surplus.....	\$10,621 80	\$12,510 73	\$23,132 53

NOTE.—The fixed charges of \$12,000 per year of the Baltimore and Harrisburg Western Extension are carried on the Western Maryland Railroad books, but if charged here would leave a deficit for this branch of \$1,378.20 for the year. The operating expenses of the Baltimore and Harrisburg proper include the \$12,966.15 for betterments mentioned in the Alternate Income Statement.

REPORT

— OF —

H. T. DOUGLAS, Engineer,

— ON THE —

CONDITION OF THE W. M. R. R., LEASED LINES AND BRANCHES,

At September 30th, 1892.

REPORT.

BALTIMORE, MD., March 7th, 1893.

Mr. C. Morton Stewart,

President of Commission.

DEAR SIR :

In accordance with instructions, I have made a careful examination of the Western Maryland Railroad, leased lines and branches, with a view to ascertaining :

1st. The value of the main line of the Western Maryland Railroad upon a basis of the probable cost at this time to construct the line on its present or a better location.

2d. The value of its branches computed on a similar basis.

3d. The physical condition of the main line and branches.

4th. An estimate of the cost, if any, to put the main line or branch in fair working order.

5th. An estimate of the value of the equipment in its present condition.

6th. An estimate of the probable cost of any additional equipment required in the immediate future.

7th. An examination as to the special traffic of the several branches, and its importance and value to the main line and to the commerce of the City of Baltimore, especially with regard to the development of the bituminous and anthracite coal and coke traffic.

8th. What probable outlay for terminal facilities will become immediately necessary in Baltimore for the accommodation of such traffic, &c.

LOCATION, &c.

The main line of the Western Maryland Railroad has been constructed between the City of Baltimore and Williamsport, Maryland, on the Potomac river, in a northwesterly direction, through the counties of Baltimore, Carroll, Frederick and Washington, passing through the towns of Westminster and Hagerstown, Maryland, for a distance of ninety miles. The work was begun in 1857 and completed in 1873.

The country is especially devoted to agriculture, although iron works have been operated at points on the line.

BRANCH LINES AND EXTENSIONS.

The branch lines and extensions owned or leased and operated by the Western Maryland Railroad are :

1st. The Baltimore and Harrisburg Railway and Western Extension ; from Emory Grove, Maryland, via Hanover and Gettysburg, Pennsylvania, to Highfield, Maryland, on the main line ; 73.7 miles.

2d. Bachman Valley Branch ; from Intersection to State Line ; 1.3 miles.

3d. The Hanover Junction Branch ; from Valley Junction to Hanover Junction ; 6 miles.

Total mileage Baltimore and Harrisburg Railway and Western Extension and branches, 81 miles.

4th. The Baltimore and Cumberland Valley Railway and Extension ; between Edgemont, Maryland, on the main line, and Shippensburg, Pennsylvania, via Waynesboro and Chambersburg, Pennsylvania ; 34.1 miles.

5th. The Potomac Valley Railroad ; from Williamsport, Maryland, to Cherry Run, Maryland ; 14.36 miles.

There is a line under construction between Porters, Pennsylvania, on the line of the Baltimore and Harrisburg Railway, and York, Pennsylvania, a distance of 14 miles. (The Northeastern Extension of the Baltimore and Harrisburg Railway.) The graduation, masonry and bridge work on this line is reported as practically completed. The track is now being laid, and has been completed $4\frac{1}{2}$ miles to the crossing of the Frederick Division of the Pennsylvania Railroad.

ESTIMATES OF COST, VALUE, &c.

I estimate that to construct at this time the main line of the Western Maryland Railroad, between Fulton Station and Williamsport, would cost for the 90 miles of single track railroad approximately, \$1,927,350.

For 25 miles of side track, \$130,000, exclusive of the cost of the right of way.

I estimate the value of the right of way at \$95,000, exclusive of the value of real estate located at various points along the line. The value of this property is separately given, and is taken from a statement furnished by the officials of the Western Maryland Railroad.

The cost of property and improvements at Hagerstown to connect the Western Maryland Railroad with the Baltimore and Ohio, the Norfolk and Western, and the Cumberland Valley Railroads, and for yard and siding room and depot purposes, is reported to have cost \$42,000. The improvements consist of 11,469 feet of main and side tracks, grain elevator, brick freight station, passenger station and engine house. This property and improvements would probably cost at this time a considerably larger sum.

I estimate the value of passenger and freight stations, coaling and water stations, grain elevator, shops and machinery, engine houses, turn tables	\$91,550
Estimated value of miscellaneous buildings at Pen-Mar, High Rock and Mt. Quirauk.....	19,550
Estimated value of real estate between Fulton Station and Williamsport, both inclusive, exclusive of right of way	141,800
Total	\$252,900

Total estimated value of main line (90 miles)... \$2,405,250

I estimate the value of the branch lines and extensions upon the basis of the probable present cost as follows :

The Baltimore and Harrisburg Railway and branches and Western Extension, Emory Grove to Highfield, 81 miles, approximately at	\$1,215,000
For 9 83 miles of siding	51,116
Value of right of way	56,000
Passenger and freight stations, grain elevators, coaling and water stations, shops and engine houses, turn tables	39,205
Real estate, exclusive of right of way	14,970
Total estimated value	<u>\$1,376,291</u>

The Northeastern Extension of the Baltimore and Harrisburg Railway between Porters and York, 14 miles now nearly completed, is reported to have cost \$13,000 per mile or \$182,000. I do not think that this road could be constructed as it is being constructed for a less sum. I therefore estimate its value at \$182,000.

THE BALTIMORE & CUMBERLAND VALLEY RAILWAY AND
EXTENSIONS—EDGEMONT TO SHIPPENSBURG,
34.1 MILES.

Estimated cost	\$511,500
Estimated value of right of way	23,000
Estimated value of real estate, exclusive of right of way	39,300
Sidings, 5.25 miles	27,300
Passenger and freight stations and grain elevators, shops and engine houses, turn tables, coaling and water stations	34,000
Total estimated value	<u>\$635,100</u>

THE POTOMAC VALLEY RAILWAY—WILLIAMSPORT TO
CHERRY RUN, 14 MILES.

Reported cost \$25,000 per mile. I consider this a fair and reasonable estimate of cost, and on a basis of probable cost at this time I value the property

at.....	\$350,000
Sidings, 2 02 miles.....	10,504
Real estate, exclusive of right of way.....	3,500
Estimated value of passenger and freight stations, coaling and water stations, engine houses and turn tables, shops and machinery.....	15,300
Total estimated value.....	<u>\$379,304</u>

Total estimated value of main line of the Western Maryland Railroad, branches and extensions, including extension of Baltimore and Harrisburg Railway, Porters to York, on basis of probable cost to construct at this time, \$4,977,945.

THE PHYSICAL CONDITION OF THE MAIN LINE AND
BRANCHES.

The general condition of the road-bed is good, with full width of cuts and embankments with few exceptions, and well drained.

The track has been ballasted generally with broken stone and is in a fair condition; more ballast is needed at some points, and at others the stone requires to be broken.

The ties at eight feet long, and of standard dimensions, generally of white oak, laid 2,800 per mile. The annual renewal of ties should be sufficient to keep the road in good order.

The rail, with the exception of a small portion (reported about eight miles) of the Baltimore and Harrisburg Railway, between Highfield and Gettysburg, is of steel, weighing 56 and 60 lbs. respectively per lineal yard, laid with suspended joint, is of good pattern and shows even wear. The joint fastenings are generally of angle bar, and angle and plain bars combined, 24 inches long, of good pattern, with four standard size bolts to the joint. The spiking is full and of standard size.

The structures are of wood, stone and iron. Some of the wooden bridges and masonry should be renewed with a better class of structure this season.

PASSENGER AND FREIGHT STATIONS.

The passenger and freight stations are generally of neat design, and well adapted to the purposes for which they were intended, and are in good condition.

SHOPS.

The shops of the company are located at Union Bridge, 45 miles from Baltimore on the main line, and Hanover on the Baltimore and Harrisburg Division. The buildings are not extensive or valuable. The general repair work is done in these shops, and in the past a large percentage of the freight-car equipment has been constructed in the shops at Union Bridge. The machinery is generally modern and well adapted to the purposes for which it is used; it is cramped for space. More shop room would probably add to its efficiency and reduce the cost of the work.

The company own grain elevators with a capacity of from 15,000 to 18,000 bushels each, at Hagerstown on the main line, at Waynesboro, Chambersburg, Green Village, Southamton and Shippensburg on the Baltimore and Cumberland Valley Railway Extensions, and at Fairfield on the Baltimore and Harrisburg Railway and extensions. These are used, however, chiefly for handling and not for storing grain. There are other elevators and grain warehouses at various points on the main line and branches owned by individuals which contribute to the business facilities of the road.

ALIGNMENT AND GRADES—MAIN LINE.

The alignment might have been improved at some points without adding materially to the first cost, except perhaps in the cost of right of way. The minimum radius of curve used is reported at 600 feet.

The maximum grade is 95 feet per mile opposed to west-bound traffic, and 84 feet per mile opposed to east-bound traffic. The latter, however, is only 2.8 miles in length.

The mountain grade of 77 feet per mile between Smithsburg and Highfield opposed to east-bound traffic is 12 miles in length. Between Fulton and Arlington Stations there is a grade of 84 feet per mile opposed to west-bound traffic. This grade is especially objectionable because of its proximity to Fulton Station and the Baltimore and Potomac Junction.

It is practicable to reduce this grade by a change of location to 53 feet per mile, but upon the present location I do not think the grade could be materially improved.

Between Arlington and Emory Grove the grades are undulating with a maximum of 1 per cent.

Between Emory Grove and Glen Falls, a distance of 2.8 miles, there is an 84-foot grade opposed to east-bound traffic.

Between Glen Falls and Monocacy the grades are undulating with a maximum of 1.13 per cent.

Between Monocacy and Rocky Ridge there is a grade of 74 feet opposed to west-bound traffic.

Between Rocky Ridge and Mechanicstown, the latter at the foot of the mountain grade on the eastern slope of the Blue Ridge, the grades are undulating with a maximum of 1.13 per cent.

Without an instrumental examination I am unable to determine with accuracy to what extent these grades might be improved. I am satisfied, however, that the Emory Grove and Glen Falls, and Monocacy and Rocky Ridge grades may be reduced to a maximum of 60 feet per mile, at not an excessive cost, considering the character of the country.

If this were done, the maximum grade of 60 feet would obtain from the summit of the Blue Ridge to tide-water on east-bound traffic, a distance of 69 miles. The effect would be to increase the engine load about 150 tons, or 5 car loads per train, increasing thereby the earning capacity of the line and reducing the operating expenses.

There would then remain on the main line the grade of 77 feet per mile between Highfield and Smithsburg opposed to

east-bound traffic, and of 95 feet between Mechanicstown and Blue Ridge opposed to west-bound traffic. Should the traffic of the road become sufficiently heavy to justify the expense of remodelling the short grades referred to, which I would recommend even at a large outlay for first cost, and as these mountain grades cannot at a reasonable cost be improved, it would be practicable to operate them with the aid of helping engines, and a full train load for a 60 feet grade moved between the termini of the main line.

As the 60 feet grade is the ruling grade on the Baltimore and Harrisburg Railway to Fairfield, it would seem especially desirable to conform as nearly as practicable the main line grades to this maximum in order that the motive power may be best utilized. On the Baltimore and Harrisburg Railway the maximum grade between Emory Grove and Porters is 60 feet per mile, which grade is not exceeded on the extension to York and the proposed extensions to Bowmansdale and Chickies. This maximum grade also obtains to Gettysburg, Ortanna and to Maria Furnace. Between Maria Furnace and Highfield the maximum grade is 100.32 per mile for about two miles, opposed to west-bound traffic. The alignment is generally good. The minimum radius of curve used is reported to be 575 feet. The grade of 60 feet per mile on the line between Baltimore, York and Harrisburg is of great importance to the commerce of the City of Baltimore, especially in the movement of anthracite coal to the seaboard, Washington, &c.

The line is in fair working order. As before stated, some of the wooden bridges and some of the masonry should be

renewed with more permanent structures ; additional ballast and cross-ties are needed, but the annual renewals of ballast and ties will doubtless be sufficient to maintain the road in good condition, and the renewal of many of the temporary structures have been estimated for by the general manager for the year 1893.

In renewing the rail I would recommend the adoption of a heavier section than is now used on the road, viz : a rail weighing 70 pounds per lineal yard. I do not think a 56 or 60 pound rail heavy enough for a fast passenger train service and a heavy freight traffic over a line with the characteristics as to grades and curvature of the Western Maryland Railroad. This expense, however, is one which may be extended over several years, and the lighter rail, when taken up, used to advantage on sidings, in yards, and on branch lines.

STATEMENT OF EQUIPMENT WITH ESTIMATE OF VALUE IN ITS PRESENT CONDITION.

The equipment consists of the following locomotives and cars :

42 locomotives.

56 passenger cars.

6 combined passenger and baggage cars.

5 combined passenger and mail cars.

6 baggage cars.

3 express cars.

1 postal car.

1 market car.

1 milk car.

310 box cars.
 247 gondola cars.
 46 stock cars.
 11 hopper cars.
 4 flat cars.
 14 cabin cars.
 3 wrecking cars.
 12 box cars, used by road department.
 46 hand cars.
 58 truck cars.
 14 dump cars, at coal chutes.
 Estimated value, \$697,780.00.

As far as it has been practicable, I have examined the equipment; I could not reach each and every locomotive and car, and where omissions have occurred the condition is taken from a statement prepared by the Superintendent of Motive Power of the Western Maryland Railroad.

In all cases where I have been able to verify this statement I have found it to be correct, and in my judgment fair and reasonable.

The general condition of the equipment is good, showing a high type of locomotives, and a large percentage of freight cars with a capacity of 40,000, 50,000 and 60,000 lbs., the standard I consider fully up to the average.

ADDITIONAL EQUIPMENT REQUIRED.

The report of the President of the Western Maryland Railroad for 1892, show that there was paid for the rental of

foreign cars the sum of \$18,003.78 over and above the rental received for the Western Maryland Railroad cars used on foreign lines. This is not unreasonable and would not of itself indicate a call for additional equipment. I am informed by President Hood that it has been arranged to provide by lease for 100 additional box and 30 gondola cars and to purchase 6 locomotives.

The value of these cars of 60,000 lbs. capacity, equipped with air brake and Janney coupler, and of the locomotives of the type of No. 48, as given in the tables of locomotive equipment, equipped with air brakes, etc., will be about \$138,700.

This additional equipment is considered sufficient for the immediate requirements of the road.

SPECIAL TRAFFIC.

Referring to the special traffic of the several branches, present and prospective, and its importance to the business of the main line and to the commerce of Baltimore, I beg to submit a map showing the Western Maryland Railroad and branches, and proposed extensions and connections with and relations to other lines of railroad, the City of Baltimore, etc.

CONNECTIONS.

The branch and leased lines connect with the main line at Emory Grove, Highfield, Edgemont and Williamsport.

The Baltimore and Harrisburg Railway and Baltimore and Cumberland Valley Railway and branches connect at Hanover Junction with the Northern Central Railway, at Hanover

with the Frederick Division of the Pennsylvania Railroad, at Gettysburg with the Philadelphia and Reading Railroad, at Shippensburg with the Philadelphia and Reading Railroad, at Chambersburg with the Cumberland Valley Railroad. The main line connects at Hagerstown with the Norfolk and Western Railroad, the Baltimore and Ohio Railroad and the Cumberland Valley Railroad, at Bruceville with Frederick Division Pennsylvania Railroad, at Williamsport with the Potomac Valley Railroad, and the Potomac Valley Railroad connects at Cherry Run with the Baltimore and Ohio Railroad.

There are other connections of less importance at Greenspring Junction and several other points.

The proposed extension from Thomasville to Bowmansdale, 21.5 miles, will connect with the Philadelphia and Reading 8.6 miles from Harrisburg. The estimated cost of the line is \$450,000, its construction will shorten the Western Maryland Railroad distance between Harrisburg and Baltimore about thirty miles.

It is also proposed to construct a line between Abbottstown and Thomasville, seven miles, estimated cost \$105,000; and from York to Chickies, fourteen miles, estimated cost \$424,000, including the cost of the Susquehanna bridge at Chickies. The connections at Shippensburg, Pa., with the Philadelphia and Reading Railroad, and at Cherry Run with the Baltimore and Ohio Railroad, form a direct and important line between the anthracite coal fields via Harrisburg and the West and Southwest. They also afford an important connection between

the bituminous coal field of Cumberland, Md., and the great Connellsville coal and coke district, with Eastern Pennsylvania, New Jersey, New York and New England, via Cherry Run, Reading, Allentown, Easton and Poughkeepsie, and for passenger and general freight traffic between St. Louis, Cincinnati, Columbus, Chicago, Pittsburgh and other important western territory reached through the Baltimore and Ohio Railroad, and points in Pennsylvania, New Jersey, New York and New England, reached through the Philadelphia and Reading Railroad and their connections. The connection with the Norfolk and Western Railroad at Hagerstown afford an important and valuable line between the south and eastern points reached by the Philadelphia and Reading Railroad and its connections.

The following table will show the mileage of the Western Maryland Railroad's main line, branches, leased lines and extensions, on traffic to and from the Philadelphia and Reading Railroad, the Baltimore and Ohio Railroad, and the Norfolk and Western Railroad :

BETWEEN BALTIMORE AND HARRISBURG.

Philadelphia and Reading Railroad	8.6	miles.
Baltimore and Harrisburg R'y and Extensions . .	59.10	"
Western Maryland Main Line	16.90	"
Total	84.60	"
Baltimore to Harrisburg via Northern Central		
Railroad	85.00	miles.
Philadelphia to Harrisburg via Pennsylvania		
Railroad	105	"

BETWEEN READING AND BALTIMORE.

Philadelphia and Reading Railroad.	43.9	miles.
Baltimore and Harrisburg R'y and Extensions..	56.46	"
Western Maryland Railroad, Main Line.	16.90	"
Total.	117.26	"

BETWEEN POTTSVILLE AND CHERRY RUN.

Philadelphia and Reading Railroad.	109.4	miles.
Baltimore and Cumberland Valley Railroad and Extensions	34.1	"
Western Maryland Railroad, Main Line.	16.9	"
Potomac Valley Railroad.	14.0	"
Total	174.4	"

BETWEEN READING AND CHERRY RUN,
VIA HARRISBURG.

Philadelphia and Reading Railroad.	94.6	miles.
Baltimore and Cumberland Valley Railway and Extensions	34.1	"
Western Maryland Railroad, Main Line.	16.9	"
Potomac Valley Railroad.	14.0	"
Total	159.6	"

BETWEEN READING AND CHERRY RUN,
VIA CHICKIES.

Philadelphia and Reading Railway.	43.9	miles.
Baltimore and Harrisburg R'y and Extensions..	64.4	"
Western Maryland Railroad, Main Line.	22.4	"
Potomac Valley Railroad.	14.0	"
Total	144.7	"

BETWEEN READING AND HAGERSTOWN.

Philadelphia and Reading Railroad.....	43.9	miles.
Baltimore and Harrisburg R'y and Extensions..	64.4	"
Western Maryland Railroad, Main Line..	17.0	"
Total	125.30	"

Whilst it is true, as shown by the tables, that the main line of the Western Maryland Railroad, owing to its short mileage, will receive directly but a small proportion of the revenue derived from the through traffic passing east and west and east and south over its main line and branches, yet as owner of these branches the benefits which they receive from the traffic must be shared in by the Western Maryland Railroad.

So long as the Western Maryland Railroad works in harmony with the Philadelphia and Reading, the Baltimore and Ohio and the Norfolk and Western Railroads, the competition which these lines affords with the increased facilities for the development of traffic by a reduction in distances and the opening up of new territory, must increase the revenues of the Western Maryland Railroad and should prove beneficial to the commerce of the City of Baltimore.

The great anthracite coal fields of Pennsylvania are located in the eastern section of the State, in the counties of Dauphin, Schuylkill and Northumberland, Columbia, Carbon, Luzerne, Lackawanna, Sullivan and Susquehanna. The great Wyoming or Northern district being located principally in the basin formed by the north branch of the Susquehanna river and extending from the Snickshinny northeastwardly through Wilkesbarre, Pittston, Scranton to and beyond Car-

bondale. The U. S. Government Statistics for 1889 show that 52 per cent. of the hard coal product of Pennsylvania was shipped from this district, and that in the distribution of anthracite coal shipments, the States of Pennsylvania, New York and New Jersey took 22,314,331 tons or 63.02 per cent. of the total shipments from the mines. That New England took 5,407,357 tons or 15.27 per cent., or a total of 78.29 per cent. of the total shipments from the mines.

The large percentage of this tonnage originating in the Wyoming district would probably reach its destination by other routes than the Western Maryland Railroad.

The southern or Schuylkill coal district, which supplies the coal shipped to the South and a percentage of that shipped to the West, extends from near Dauphin, on the Susquehanna river, to Mauch Chunk on the Lehigh river.

The Government Reports for 1889 show that the Western States took 4,922,076 tons or 13.9 per cent., and the Southern States 1,613,120 tons or 4.56 per cent., or a total of 6,535,196 tons or 18.46 per cent. of the total shipments from the mines.

I assume that a percentage of the Western shipments will go via the New York, Lake Erie and Western. The Pennsylvania, the Delaware, Lackawanna and Western, the Delaware and Hudson Canal, the Lehigh Valley and the Central Railroad of New Jersey, and that of the Southern shipments, a percentage is sent by rail to Philadelphia, and thence by water to Norfolk, Richmond, Wilmington, Charleston and Savannah for distribution. The Government Reports for

1889 show that from the Connellsville district in the counties of Fayette and Westmoreland, Pennsylvania, there was shipped from the mines by trains and on boats 9,386,397 tons of bituminous coal and 8,823,899 tons of coke. They also show that from the Cumberland coal district of Maryland, there was shipped from the mines 2,885,336 tons of bituminous coal, of which 2,144,804 tons was shipped on the Baltimore and Ohio Railroad. The United States Government Reports for 1890 show that in the States of Virginia, Georgia, Tennessee and Alabama the production of pig-iron has increased from 151,214 tons in 1880, to 1,519,373 tons in 1890, or an increase of 1,368,159 tons. I think it may be fairly assumed that a percentage of this immense tonnage will reach its destination at tide-water and in the manufacturing districts of Pennsylvania, New Jersey, New York and New England, the West and South, through the Baltimore and Ohio, the Western Maryland, the Philadelphia and Reading, the Norfolk and Western Railroad and their connections, and that notwithstanding the fact of the division of this traffic, the favorable position of the Philadelphia and Reading and the Baltimore and Ohio Railroads in the coal districts, and the advantages of the route afforded by the Philadelphia and Reading, Western Maryland, the Norfolk and Western and the Baltimore and Ohio Railroads, must turn over the Western Maryland Railroad a considerable proportion of this tonnage. The Western Maryland Railroad being the connecting link between these great systems, and therefore simply a "carrier," without the cost of handling or of providing for costly terminals, should derive profit from this traffic. .

The census of 1890 shows the population of the counties and towns tributary to the Western Maryland Railroad and its connections to be as follows :

Baltimore City	434,439
Baltimore County	72,909
Carroll "	32,376
Frederick "	49,512
Washington "	39,782
Town of Westminster, Md	2,903
Town of Hagerstown, Md	10,118
Town of Frederick, Md	8,193
Total in Maryland	650,232

In Pennsylvania.

Town of Gettysburg	3,221
Town of Chambersburg	7,863
Town of Waynesboro	3,811
Town of Shippensburg	2,188
Town of York	20,793
Town of Harrisburg	39,383
Town of Lancaster	32,011
Town of Lebanon	14,664
Town of Carlisle	7,620
Town of Pottsville	14,117
Town of Reading	58,661
Total in towns	204,332

Counties in Pennsylvania.

Franklin.....	51,433
Adams.....	33,486
York.....	99,489
Cumberland.....	47,271
Lancaster.....	149,095
Dauphin.....	96,977
Lebanon.....	48,131
Berks.....	137,327
Schuylkill.....	154,163
Total.....	817,372

Total population of towns and counties in Maryland and Pennsylvania tributary to the Western Maryland Railroad and branches, 1,671,936. In this statement is not included a large population in Pennsylvania reached through the Philadelphia and Reading Railroad, and in Maryland and Pennsylvania reached through the Baltimore and Ohio Railroad.

This large population must afford a considerable passenger and freight traffic to the Western Maryland Railroad.

The special traffic of the Western Maryland Railroad and its branches and leased lines is :

1st. The summer passenger traffic to the resorts located along its lines, which is steadily increasing each year.

2d. The suburban passenger and freight traffic.

3d. The milk and market traffic.

4th. The excursion passenger traffic, especially to Gettysburg.

5th. The grain and hay traffic.

6th. The general freight and passenger traffic of the road and its connections.

7th. The anthracite and bituminous coal and coke and pig iron traffic between the Philadelphia and Reading and the Baltimore and Ohio and the Norfolk and Western Railroads and their connections ; and

8th. The anthracite coal traffic to Baltimore and Washington for local use, and to Baltimore for distribution.

There are important industries located at various points along the line, especially at Waynesboro and Hanover, Pa., and at Mechanicstown and Hagerstown, Md., which furnish considerable traffic to the road.

I think it reasonable to assume that this traffic will increase, and that the revenues of the Western Maryland Railroad will be correspondingly increased.

COMPETITION.

On traffic between Baltimore and York, and Baltimore and Harrisburg, the Western Maryland Railroad will have as its competitors the Northern Central Railway and the Baltimore and Lehigh Railroad. The Baltimore market will be brought in competition with Philadelphia on a distance basis favorable to Baltimore.

On business to and from the Norfolk and Western Railroad, the Pennsylvania Railroad system, through the Cumberland Valley Railroad, will compete with the Philadelphia and Reading connection of the Western Maryland Railroad.

On Baltimore and Hagerstown traffic, it competes with the Baltimore and Ohio Railroad.

The completion of the proposed connection from York to Chickies will open to Baltimore on a favorable line the business of Lancaster and Reading and bring the Baltimore market in competition with Philadelphia. The construction of the line from Thomasville to Abbottstown will complete the important link in the Trunk Line from New England points via the Poughkeepsie Bridge route, and from New York and New Jersey points via Easton, Allentown, Reading and Hagerstown to the South via the Norfolk and Western Railroad, and to the West and Southwest via Cherry Run and the Baltimore and Ohio Railroad, all of which should increase the revenue of the Western Maryland Railroad and be of value to the commerce of the City of Baltimore.

The question of the source from which the means should come to construct the proposed connecting links is an open one. As a general proposition it would seem but fair that the interest which derives the greatest benefit from the traffic should furnish the larger proportion of the sum required to build the lines to develop it. Assuming this to be the case, the Baltimore and Ohio and the Philadelphia and Reading Railroads should furnish the larger part of the means required to build the lines from Chickies to York and from Thomasville to Abbottstown. The construction of the line between

Thomasville and Bowmansdale will reduce the mileage of the Philadelphia and Reading Railroad on business between Harrisburg and Baltimore and increase the mileage of the Western Maryland Railroad, making the Western Maryland Railroad the short line between Baltimore and Harrisburg. As the Philadelphia and Reading Railroad already have their line via Gettysburg, it is not probable that they will be willing to share in the cost of the line between Thomasville and Bowmansdale, and the means will probably have to be provided by the Western Maryland Railroad alone. I think the advantages which the City of Baltimore will derive will justify the necessary expenditure.

TERMINAL FACILITIES IN BALTIMORE.

With regard to the question of what probable outlay for terminal facilities in Baltimore will become immediately necessary for the accommodation of a large increase in the hard and soft coal and coke traffic of the Western Maryland Railroad, there are several ways in which this may be provided for.

1st. By the use of the freight terminals of the Northern Central Railway.

2d. By the construction of a line to the south side of Baltimore harbor, and the use of the terminals of the Baltimore and Ohio Railroad or of independent terminals.

3d. By the construction of the north and south tide-water lines under the franchises granted the Western Maryland Railroad Company by the City of Baltimore.

The consideration of costs, the advantages of location, of grades, &c., will probably control in determining the policy of the Western Maryland Railroad Company.

The question of the right of the Western Maryland Railroad Company to construct or use any other line in the City of Baltimore for the conduct of their freight and passenger business, except that now used, viz : the Baltimore and Potomac, and the Northern Central Railway between Fulton junction and Madison and Buren streets, is one for the legal officials of that company to determine.

As this right has been questioned, I deem it proper to refer to the contract between the Baltimore and Potomac, the Northern Central and the Western Maryland Railroad Companies.

On the 1st of May, 1875, a contract was entered into by and between the Baltimore and Potomac Railroad Company, the Northern Central Railway Company and the Western Maryland Railroad Company, by which the Western Maryland Railroad Company were empowered, under a "trackage" agreement, to operate their passenger and freight trains over the tracks of the Baltimore and Potomac and the Northern Central Railway Companies, between Fulton Junction and Madison and Buren streets, and to North street, the western terminus of the Union Railroad.

On business passing between Fulton Junction and the central passenger and freight depot of the Western Maryland Railroad Company, as it is designated in the contract, it is specified that the Western Maryland Railroad Company shall

pay to the Baltimore and Potomac and the Northern Central Railway Companies, for "trackage and a connection at or near Madison and Buren streets," the following rates :

ON PASSENGERS.

For trip passengers, ten cents each.

For commutation, mileage and excursion passengers, six cents each.

For passengers travelling on monthly or season tickets, four cents each.

ON FREIGHT.

On freight of all descriptions, thirty-five cents per ton of 2,000 pounds, except on coal, the measure of weight per ton of coal being fixed at 2,240 pounds.

By this agreement the use of the passenger stations of the Baltimore and Potomac and Northern Central Railways at Pennsylvania avenue and at Union Station, to deliver and receive passengers and baggage and to sell tickets, is granted to the Western Maryland Railroad Company without additional charge, for a period of ten years, or until 1885, at the expiration of which time the Western Maryland Railroad Company may be called upon to pay additional sums for the use of these passenger stations.

The right of the Western Maryland Railroad to use either of these stations as a terminal station is prohibited.

The right to deliver freight in full car lots to warehouses and private sidings on North street is granted the Western

Maryland Railroad without additional charge where it can be done by locomotives, except that a switching charge, or one for the use of the street tracks may be made, to be determined by the Baltimore and Potomac or Northern Central Railway Company. The sixth section of the contract extends its provisions to all connecting lines of the Western Maryland Railroad, except that it prohibits the Western Maryland Railroad from using the tracks and passenger stations of the Baltimore and Potomac and of the Northern Central Railway Companies for any business received from or destined to points on the Baltimore and Ohio Railroad, branches or leased lines.

The nineteenth section of the contract provides for its continuance for 99 years renewable forever.

The use of the freight terminals of the Baltimore and Potomac or Northern Central Railway is not provided for in this contract, and if used would be an additional charge to be arranged for by a supplemental agreement.

The third section of the contract recognizes the right of the Western Maryland Railroad Company to provide an independent line for any business which it may do to the south side of Baltimore harbor, or for any "through business."

The Western Maryland Railroad Company have been granted by the City of Baltimore the right to construct lines to tide-water by two routes.

The first via Gwynn's falls, known as the South Tide-Water connection. The second via Jones' falls, known as

the North Tide-Water connection. Lines have been projected via both routes and plans and estimates of cost prepared.

The Gwynn's falls line leaves the main line near Windsor, about three-quarters of a mile north of Fulton Station, following thence a southwesterly course to Gwynn's falls, thence along the falls to the "Middle Branch" of the Patapsco river, thence across the same to deep water on the south side of Baltimore harbor and to Light street, near York, crossing under the various lines of the Baltimore and Ohio Railroad and with seven and a-half miles of single track road. The estimated cost of this line, exclusive of rights of way and of necessary docks, depot grounds and buildings, legal and engineering expenses, is \$280,163.87. The cost of the necessary ground for terminals and for rights of way, and of buildings would be large, and is difficult to estimate, depending greatly upon the space required. The North Tide-Water connection or Jones' falls line is projected to leave the main line near Arlington Station, thence southeastwardly to Jones' falls, thence along the falls to Madison street, connecting with Hillen Station, thence along the falls to the City Dock, thence along the north side of the harbor to Canton, and through Canton to a connection with the line of the Maryland Steel Company of Sparrow's Point at Colgate Creek, or a total length of about seventeen miles of single track road. The estimated cost of this line, exclusive of right of way, terminals, depot grounds and buildings, legal and engineering expenses, is \$1,132,301.69. The cost of right of way by this route would necessarily be large, and is difficult to determine, depending to a considerable extent upon whether the beds of the streets, the line of Jones' falls or private properties were occupied.

The Jones' falls line would give to the Western Maryland Railroad an independent connection with light grades and easy curvature, with its present Hillen Station and with tide-water, and valuable local territory in Central and East Baltimore. It would divorce the line from the rentals paid for the trackage of the Baltimore and Potomac and of the Northern Central Railways, would relieve the traffic of the seventy-foot grade in the Potomac tunnel and the eighty-four-foot grade on the Western Maryland main line between Fulton and Arlington, leaving a maximum grade of about fifty-three feet between tide-water and Emory Grove.

At 5 per cent. the fixed charge on the estimated cost of construction would be \$56,615, to which must be added the interest charge on the cost of right of way of passenger station and such terminal properties and improvements as may be found necessary.

The Western Maryland Railroad Reports for 1892, show that there was paid to the Baltimore and Potomac and Northern Central Railroads for "trackage," and the use of the passenger stations at Pennsylvania avenue and Union Station, the sum of \$115,830, or \$59,215.00 more than the interest charge at 5 per cent. on the cost of constructing the Jones' falls line. •

There are objections to the projected Gwynn's falls line via Windsor, to which I invite attention.

1st. It leaves the main line on the heavy grade between Fulton and Arlington, requiring all west-bound traffic to overcome this steep grade.

2d. It makes no connection with the Baltimore and Ohio Railroad, nor with the Belt Line Railroad, both of which I deem of importance. These objections, however, may be easily overcome ; to do so, I suggest the following plan :

1st. To leave the main line at some point near Arlington Station and follow a branch of Gwynn's falls to the falls, thence along the falls to a connection with the Baltimore and Ohio Railroad, a distance of about five miles. The cost exclusive of right of way would be approximately \$200,000. The cost of right of way would be approximately \$100,000, or a total of \$300,000. Such a line would reduce the steep grade between Fulton and Arlington from 84 to 52 feet per mile, giving a maximum of one per cent. between tide-water on the south side of Baltimore harbor and Monocacy opposed to west-bound traffic. It would give to the Western Maryland the advantage of the use of the Baltimore and Ohio terminals at Locust Point, at Canton and at Curtis Bay. It would give a connection with the Belt Line Railroad and with the Maryland Steel Company's line at Colgate creek, and if additional terminal facilities on the water front were needed, the construction of a short line at a small cost, with light charges for rights of way (streets being used), would give to the Western Maryland Railroad an independent line to the water front, where space may be acquired for handling their increased coal and other traffic. Should the Western Maryland Railroad find it desirable in the future to discontinue the use of the Baltimore and Ohio tracks and terminals south of the harbor, by the construction of about one and one-half miles of inexpensive line, they may reach their independent terminals on the deep-water front. I think the advantages

of this line will recommend its adoption, rather than the shorter line via Windsor.

At five per cent. on the total estimated cost, \$300,000, the fixed charge would be \$15,000 per annum.

With regard to the north tide-water connection via the Jones' falls, assuming the right of the Western Maryland Railroad to build it, I beg to submit the following suggestion:

1st. To construct the North Tide-Water Line to Madison street, connecting at Madison and Buren streets with the present tracks of the Western Maryland Railroad into Hillen Station. Hillen Station to be continued as at present, but with a reduced passenger and increased freight room.

2d. To construct a passenger station and train shed at Charles street, opposite the Union Station of the Pennsylvania Railroad, either east or west of Charles street, as may be found best. The estimated cost to construct this line between the main line junction near Arlington and Madison street, for a double track railroad, is approximately \$800,000. The cost of right of way and station property is estimated at about \$460,000; estimated cost of train shed and of station building, \$50,000, or a total of \$1,310,000. At five per cent. the fixed charge would be \$65,500. Add the fixed charge on the Gwynn's falls line, \$15,000, and you have a total fixed charge per annum of \$80,500, with independent lines, low grades and easy curvature, or \$35,330 less than was paid for rentals for tracks between Fulton Junction and Madison and Buren streets and for passenger depot facilities at Union and Pennsylvania avenue stations in 1892.

The President of the Western Maryland Railroad estimates that the rentals for 1893 will exceed \$125,000. If this estimate be correct, the difference in favor of the independent lines and ownership is made more apparent. By this arrangement the passenger traffic, and especially the summer excursion traffic, which forms so important a part of the business of the Western Maryland, would have the advantage of the use of Hillen and Charles street stations, and if necessary, by annex trains, of Camden station and of the Belt Line Railroad station at Lombard street, affording accommodation to the central, northern and southern sections of the City.

The freight traffic would have the advantage of increased room at Hillen station and of the use of the Baltimore and Ohio freight terminals if independent freight terminals were not provided for the Gwynn's falls line at the present time. The west-bound traffic will be relieved of the heavy grades in the Baltimore and Potomac tunnel and on the main line between Fulton and Arlington. A reduction in the cost of operating the line and an increased earning capacity would follow. The advantages and value of the tide-water franchises which have been granted the Western Maryland Railroad seem to me very great and afford almost unlimited means of accommodating local and through traffic.

SUMMARY.

1. Estimated value of main line	\$2,405,250 00
2. Estimated value of branches and leased lines	2,572,695 00
3. Estimate of the value of the equipment..	697,780 00
4. Total estimated value of main line, branches and leased lines and equip- ment	5,675,725 00
5. Estimate of the cost of the annual re- newal of cross ties and ballast for the year 1893. For the cost (less value of old rail) of 1,000 tons of 70 lb. rail, and of $9\frac{9}{10}$ miles of joint fasten- ings :	
For renewal and repairs of masonry and the substitution of iron or steel bridge superstructure for the wooden struc- tures to be renewed during 1893	109,452 00
With this expenditure I consider the road would be in a better condition at the end of the year 1893 than it is now. The expenditures for ties, bal- last, rail and joint fastenings, only include the usual annual renewals.	
6. Estimate of the probable cost of addi- tional equipment required for imme- diate use	138,700 00
7. A discussion of the proposed tide-water connections and a statement of their value	1,610,000 00

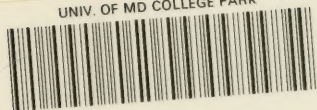
I have not included in my estimates the properties or improvements at Hillen Station ; they are reported to represent an expenditure of \$372,728.30 and consist of properties bounded by Hillen, High, Front and Exeter streets, and by Centre, Front and Buren streets and Jones' falls. The improvements consist of combined passenger and freight station, offices, engine house, store house, turn table, sand house, water tank, platforms and tracks. This station is centrally located in one of the most important parts of the City for the accommodation of traffic, and represents at this time a much larger sum than the amount expended. It is reached by the use of the tracks of the Baltimore and Potomac and Northern Central Railway, between Fulton Station and Madison and Buren streets, a distance of about three miles. The proposed Jones' Falls Tide-Water line would give independent connections between the main line and this important station.

Respectfully submitted,

H. T. DOUGLAS,

Engineer.

UNIV. OF MD COLLEGE PARK



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